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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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THE REPORT OF THE COMMITTEE ON MERCHANT MARINE OF THE NATIONAL ASSOCIATION OF MANUFACTURERS.*

The Committee on Merchant Marine of the National Association of Manufacturers, having under consideration Senate Bill No. 727 and House Bill No. 64, the objects of which are to revive the American Merchant Marine in the foreign trade, has to report as follows :

The foreign commerce of the United States is carried in foreign vessels to the extent of 91 per cent. It is estimated by experts that this involves an annual payment of from $175,000,000 to $200,000,000, which sum is taken from the country, and the wealth of the United States is annually diminished by that amount. It is estimated that during the past thirty-five years $4,000,000,000 have been paid by the American people to foreign ship-owners, and which sum is taken out and remains out of the United States. Under present conditions it is also estimated that $5,000,000,000 will be paid to foreign ship-owners during the next quarter of a century.

The tonnage of ships under the American flag in the foreign trade in 1861 amounted to 2,642,828 tons, while in 1899 it was but 848,246 tons. The total value of the foreign commerce of the United States in 1861 was $584,995,066, of which 65.2 per cent. was carried in American vessels, while in 1899 the value of the foreign commerce of the United States was $1,806,876,073, of which only 8.9 per cent. was carried in American vessels. In 1826 American ships carried 92.5 per cent. of American foreign commerce.

It is a matter of great regret that there should be found any organized opposition to so good a work as that contemplated by this bill, but it cannot be passed unnoticed that many misleading statements have found their way into public print during the discussion of this measure; yet it should be remembered that the defeat of this bill will only bind the yoke of foreign interests more tightly to our necks by intrenching those interests more strongly, and assuring to them a still more powerfull control over our foreign carrying trade. It will perpetuate our annual payment of $175,000,000 to $200,000,000 to foreign shipowners. Its defeat will injure only American interests. It will perpetuate our dangerous weakness upon the seas, and cripple our commercial expansion.

The bill requires that one American boy shall be carried for each 1,000 tons of each ship, and this, it is believed, will at once add five hundred boys to the American merchant marine, and during the next five years six hundred more, all of whom must be educated in seamanship, nautical knowledge and marine engineering.

It is self-evident that American ships can only secure cargoes by meeting the rates of their competitors who now enjoy the trade; thus a competition must arise, which will insure to American exporters exceptional opportunities to increase their foreign trade by reason of reduced rates of transportation, which will follow.

Foreign governments at the present time pay annually to their merchant ships in subsidies, mail pay, bounties, and other aids more than $26,000,000.

During the past fifty years Great Britain has paid to British ships for "mail pay," or subsidies, over $250,000,000. At the present time vessels are built abroad more cheaply than in the United States. They are operated under the flags of other nations for less money than under the American flag. The compensation provided in the bill will barely equalize these advantages possessed by foreign over American ships.

It is expected that the operation of this bill will create so great a demand for American built ships that it will be possible greatly to reduce the cost of their construction, and finally result in enabling Americans to build ships in the United States as cheaply as they can be built abroad, thus placing the United States in a position to be independent of other nations in its foreign commerce, giving impetus to our export trade, enabling us to hold new markets abroad for our surplus products, and providing for the United States a naval auxiliary strength, the lack of which during the last generation, has been a menace to our national strength, and in addition to keeping at home $200,000,000 now paid annually to foreigners, it will give increased permanent and profitable employment to American workmen and American capital.

RESOLUTIONS OF THE NATIONAL ASSOCIATION OF MANUFACTURERS.

WHEREAS, The rapid growth of American exports emphasizes the deplorable inadequacy of our merchant marine under American management and the American flag, and

WHEREAS, The National Association of Manufacturers from the day of its formation has advocated the intervention of the government to restore the American flag to the high seas by direct government aid, and

WHEREAS, The present Congress has under consideration measures which are intended and expected to accomplish an early and substantial increase of shipping facilities available for transportation of American products under the American flag, and

WHEREAS, This committee has examined carefully the said proposed measures, as embodied in a bill now upon the calendar of the United States Senate, known as S. 727, as well as the record of testimony and information in explanation of said bills produced at the various hearings before the Senate Committee on Commerce, and this committee has embodied its conclusions in a report to the President of said National Association, in which this committee has declared its conviction and belief that the aforesaid Senate Bill No. 727 provides a practical method whereby an early increase of American tonnage may be brought about by a judicious system of direct payment to ship-owners for services to be actually rendered, and

WHEREAS, This committee believes it to be an entirely consistent and legitimate function of the government to stimulate the maintenance of an adequate merchant marine on the high seas by all classes of American citizens so far as possible in ships constructed in American shipyards by American labor from American materials, and at the same time believes that under careful safeguards American capital now invested in vessels contracted abroad may be permitted to unite under the American flag in swelling the ranks of an American merchant marine; and this committee does not believe that American capital now embarked in furnishing merchant marine service under the American flag should be attacked and impaired or discriminated against by legislation, neither should it unduly be favored, and it is believed that Congress in its deliberate wisdom will so adjust the conditions and provisions of its Acts as to afford fair and equitable encouragement to American enterprise without discrimination for or against any class of American citizens; now, therefore, be it

Resolved, That this committee is impressed with the importance of early and conclusive legislative action by Congress, and believes that Bill S. 727 should receive the support of the Senate and be passed at as early a date as possible; and be it further

Resolved, That the House of Representatives be respectfully petitioned to take concurrent action on House Bill No. 64; and be it further

Resolved, That the press of the country be requested to publish for the information of the people these resolutions and the accompanying report.

* The following resolutions were adopted by the Committee on Merchant Marine of the National Association of Manufacturers, at a meeting held in the New York offices of the Association, on March 7, 1900:

THE RUSSIAN MERCANTILE MARINE.

Engineering states that 20 years ago the Russian merchant fleet in the Black Sea was of quite diminutive proportions, but in 1877 voluntary contributions were collected in towns throughout Russia for building a fleet that in time of peace would serve the purposes of commerce, and act as an instrument of national defence in the event of war. In the course of a few months sufficient funds were raised to purchase four steamers from a German firm. These vessels were employed for transport purposes during the Turko-Russian war, on the termination of which, in 1879, a steamship service was organized between Odessa, Vladivostock, and Saghalien, with ports of call in India, China, and Japan. With the growth of this trade new vessels were added to the fleet, while the old vessels were either taken over by the government or sold. A little over 10 years ago the fleet consisted of seven vessels of an aggregate displacement of 21,152 tons, the largest vessel being 3,500 tons, and the highest speed attained 13½ knots. Six of the vessels are now over 10,000 tons displacement, with speeds ranging up to 19 knots. With addition of a new vessel, now in course of construction the fleet will number 15 vessels, totalling 127,895 tons displacement. Five are cruisers in the proper sense of that word; with speeds of nearly 20 knots, and fitted with the Belleville type of boiler. The fare from Odessa to Vladivostock has been reduced under the tariff now in force from 50 to 38 guineas. There is no second class, but in addition to the ordinary third-class an improved third-class accommodation is provided for a limited number of passengers. The third-class can provide berth accommodation for about 2,000 passengers fare being 12 guineas. Alike in respect of passenger and freight, the service is an important factor in the establishment of Russian interests in the far East. Last year, according to our contemporary, there were 30 voyages and the outward cargoes totaled 50,400 tons, and the homeward 28,000 tons.

SOME light was thrown, a few years ago, upon the subject of the vitality of whales by finding one of these animals in Bering Sea in 1890 with a "toggie" harpoon head in his body bearing the mark of the American whaler Montezuma. That vessel was engaged in whaling in Bering Sea about ten years, but not later than 1854. She was afterward sold to the government, and was sunk in Charleston harbor during the Civil War to serve as an obstruction. Hence, it is estimated that the whale must have carried the harpoon not less than 36 years. In connection with this fact, William H. Day gives an account in the Nation Geographic Magazine of a discussion with Capt. E. P. Herendeen, of the United States National Museum, of cases of whales that have been supposed to have made their way from Greenland waters to Bering Strait, and to have been identified by the harpoons they carried. While it is very likely that the whale really makes the passage, an uncertainty must always be allowed, for ships were always changing ownership and their tools were sold and put on board of other vessels, and harpoon irons were sometimes given or traded to Esquimaux. It therefore becomes possible that the animal was struck with a second-hand iron.—Popular Science Monthly.

BUFFALO.

Special Correspondence to The Marine Record.

The steamer Thomas Maytham drydocked this week for a new wheel.

The steamer S. S. Curry, which was banged around a good deal during the recent freshet in Buffalo creek, is in dry dock at the Union yards undergoing complete repairs.

Of the winter grain fleet at Chicago and South Chicago, there are now loaded 59 boats, with a total capacity of 4,778,642 bushels. Four boats with a capacity of nearly 500,000 bushels are chartered and will go to the elevators in a few days.

W. L. McKay, for the past year and a half stationed at the Weather Bureau as observer, has left Buffalo to enter upon the duties of assistant forecaster at Springfield, Ill. Charles L. Talma, his successor, is expected to arrive in Buffalo within a day or two.

Already a few engineers are showing up here from out ports, and, as usual, they will have their assistants and a few firemen kept at work in getting their engines ready to turn over at the break of the ice. There ought to be a good long busy season ahead of everyone this year and none better deserve their earnings than those who handle the boats.

Bids were opened this week by Commander Franklin Hanford, inspector 10th Lighthouse District, for supplies for the season. The bidders were: Frank Williams & Co., of Buffalo, for coal; McWilliams & Co., of Detroit, for provisions, A. R. Hinkley of Cape Vincent, for buoy service in St. Lawrence river; Joseph B. Blake of Buffalo, for buoy service in Niagara river. The bids were forwarded to Wash ington.

There is still very little sign of business here beyond the limited amount that is in progress at the drydocks and about the elevators that have winter cargoes to handle. The Buffalo drydock is engaged on raising the decks of the Majestic. The Tom Adams is getting an overhauling with new floors, etc. The D. C. Whitney is also receiving a thorough overhauling. Though she was built in 1882 the builders say she is very sound and strong.

The J. N. Hahn Co., Cleveland, having bought the steamer James H. Shrigley, Capt. Ben Tripp, are making thorough and somewhat extensive repairs on her. She is getting 16 new deck beams, all new decks and other new upper works, as well as being calked. The Shrigley will have for her consort in the lumber trade the schooner Shawnee, Capt. W. E. Moore, and they will be employed exclusively in the work of their owners. John S. Kelly is engineer of the Shrigley.

President D. J. Keefe, of the Longshoremen's Association, is a busy man just now and has accomplished tremendous results already this year for the benefit of labor, gaining better hours and increased pay and at the same time giving to capital the knowledge that this year there would be no trouble where agreements binding on all sides were signed. The employed are aware of what splendid fights President Keefe has won, and all along the lakes the men are united and solidified in their organization as never before.

Although the Anchor line officials do not care to say as yet anything of the reported offer of the three passenger boats of the line to the Barrys of Chicago, it is predicted by those who are acquainted with the inside of the line that any good offer for them will be taken by the line managers, for it is known that the change in management really means a general effort to get rid of the smaller steamers of the line and make way for building larger ones. Besides, these passenger steamers are just what the Barry line could use to great advantage on Lake Michigan.

The Courier said editorially this week in regard to the grain handling question: "After careful examination of the matter in all its bearings, the Lake Carriers' Association has decided that the grain handling at this port during the coming season will be done under the direction of the corporation itself, instead of through the contract system. The association has appointed as superintendent, at a salary of $5,000 a year, Thomas W. Kennedy, who will employ the men required and attend to the details of the business. Mr. Kennedy is an estimable citizen who is qualified for his responsible position by extended experience and proved ability to manage men with tactful consideration. His selection was approved by all parties concerned, so that he may begin the season with an unclouded prospect. Our citizens generally will hope that under the arrangement effected, the business of the docks this summer may be performed without friction, or interference with the great commerce of Buffalo."

Mr. W. J. Connors reports that the contract to build the syndicate's great elevator and warehouse in Montreal has been awarded to James Stewart & Co. of St. Louis, Mo. The plans were drawn by the Barnett & Record Co. of Minneapolis, who will act as supervising architects as well. The elevator warehouse will cost $1,000,000, and will be largely of steel construction, and as nearly fire-proof as it is possible to make it. It will have storage capacity for 3,000,000 bushels of grain, and will be almost a duplicate of the Fitchburg Railroad Co.'s elevator in Boston. The syndicate will also build extensive docks in Montreal, also docks and elevator at Port Colborne. Mr. Conners appears to be well pleased over the settlement of the grain shoveling problem at the port of Buffalo. "I have known Thomas W. Kennedy, the new superintendent, since boyhood," said Mr. Conners, "and he is a clear-headed, capable, popular man. He is the one man in all Buffalo for this place. He is steady, straightforward, as honest as a sunbeam, and I believe he will give general satisfaction, both to the lake carriers and to the scoopers.

DULUTH—SUPERIOR.

Special Correspondence to The Marine Record.

Some of the largest vessels that float on the Great Lakes were enrolled at the Custom House this week and Duluth thereby becomes the second largest, if not the largest, home port for vessels on the Great Lakes. The vessels belong to the Bessemer Steamship Co., Rockefeller's fleet, and were recently acquired from the American Steel Barge Co., giving the Bessemer people a total of 54 vessels, the largest fleet on the inland seas. The new enrollments bring the number of vessels enrolled at Duluth up to 272, with an approximate net tonnage of 230,000 tons. Cleveland in 1897 had the largest enrollment and heaviest tonnage, the number of vessels being 282 and the tonnage 279,932. The principal growth of enrolled tonnage on the lakes has been at Duluth for a number of years.

President James C. Wallace and General-Manager W. L. Brown, of the American Ship Building Co., were in Duluth this week as guests of Capt. A. B. Wolvin. These gentlemen came to the head of the lakes to personally inspect the work and plant of the American Steel Barge Co., at West Superior. President Wallace said that there is no special significance in their visit, it being the customary winter one of inspection. All the shipbuilding plants under the control of the company, he said, are full of orders and rushed with work. Regarding the machinists' strike Mr. Wallace was reticent. Of course, he admitted, that should the strike spread to any proportion as threatened, it would be a serious thing for the shipbuilding interests, but Mr. Wallace hopes that by tact and slight mutual concessions that the danger of a general strike may be averted.

C. K. Keith, of the United States geological survey, has arrived in Duluth to make preparations for the work of making the geological survey of the Mesaba range. The work will be accomplished the coming summer and will begin in the latter part of the next month or the first of May. Mr. Keith says that the United States has made geological surveys of all the Lake Superior ranges except the Mesaba, which is the most interesting in many respects and the newest of them all. The survey of the Vermillion range was made last summer and fall and the report will be published next spring. The report of the Menominee range will be published this spring. Mr. Keith says that the survey of the Lake Superior iron ranges will be very exhaustive when it has been completed and the reports published. Maps accompany the reports showing the outcroppings and locations in a very thorough manner. Mr. Keith says that it is not the purpose of the geological survey to inform people where to dig for iron ore, but to bound the limits of the ore-bearing territory as nearly as possible. In making surveys special attention is given to iron ore bearing formation. Mr. Keith says the mining companies have been very kind and helpful and have saved much time and labor. He says also that the geological reports cannot fail to be of value to practical mining men.

Chairman Burton, of the House Rivers and Harbors Committee, has notified interested parties asking if they could appear before his committee April 4 to attend the hearing which will be held on the Sheldon bill, which seeks to grant authority to the power canal company that is building a canal from a point above the falls in Sault Ste. Marie river to a point below them. It will be recalled that a hearing on this project was held some three or four weeks ago and was largely attended by representatives of the lakes marine interests and the power canal corporations. It is feared that the construction of the canal will injure the level in the ship canal, and as no authority was ever granted the company to begin operations, every safeguard will be thrown around the works to prevent it from interfering with navigation. Some interests, it appears, are not pleased with the provisions of the Sheldon bill, which gives the Secretary of War the right at any time to shut off the water when it becomes apparent that the level in the ship canal is not being maintained. It is feared that this will lead to litigation, and that eventually much damage might be done before the proper remedial works are constructed. According to some of the plans proposed, a commission, composed of three government engineers and three civil engineers, may be appointed to be on the ground when the water is turned into the canal, and if any injury to navigation results, the water will at once be turned off. It is probable that at the hearing an understanding will be reached which will be satisfactory to all concerned.

CLEVELAND.

Special Correspondence to the Marine Record.

The engineers of the Bessemer steamers will start to work fitting out next month.

The steamer Queen of the West is loading coal at the fast plant in the outer harbor for Sheboygan.

Robert J. Dunham has resigned the position of secretary of the Chicago branch of the Great Lakes Towing Co.'s business.

Engineers are now leaving this port daily to get the larger class of boats in readiness for the earliest opening of navigation. There will be no leisure or time lost this summer.

Mr. Baines, of Baines Bros., Elk street, Buffalo, visited this port during the week and called upon a number of his patrons. The Baines Bros. make a specialty of vessel supplies, as provision merchants.

The many friends and business associates of Mr. Robert Logan will be pleased to learn, that, while he is still seriously ill, there is a marked improvement in his condition, though it will take some time for him to pull through.

It is a pleasure to learn that Chicago is going to have a good, live marine daily, or rather, that the Chicago Journal will devote a portion of its space to marine news, a departure which is certain to please a greatly increased number of its readers.

Capt. H. Warwick, representing the well known ship chandlery firm of Howard H. Baker & Co., Buffalo, spent Tuesday in the city visiting his marine associates and business friends. From what I could learn, Capt. Warwick is a steady, faithful worker in his business.

An open meeting of the Master and Pilots' Association will be held at the lodge rooms on Superior street Saturday evening. John C. Silver of Providence, grand captain, and Benjamin F. Perkins of Camden N. J., grand captain's clerk of the association will address the meeting.

Ed. J. Kendall was five miles up Lake Huron March 18, and measured the ice. It is a solid blue ice 14 inches thick and there is ice as far as the eye can see, with beautiful, large icebergs, 30 feet high, along the shore. It will take lots of soft weather to have any impression on it.

The J. N. Hahn Co., lumber importers and users, are among the several manufacturing firms that purchased their own tonnage this winter. Mr. J. N. Hahn, general manager of the company, is now putting the steamer Shrigley and schooner Shawnee in tip top order at Buffalo ready for a brisk season's work.

Mr. E. W. Radder, of this city, is quite an enthusiastic yachtsman, and is even now considering how good a showing the Interlake Yachting Association can, or should make, at the centennial to be held in Toledo in 1902. In beginning work so well ahead, Capt. Radder shows his forethought and desire for the yachtsmen to make a good showing.

There is some inquiry for grain tonnage at Duluth and Ft. William and some chartering is being done for boats to load during the first ten days of navigation at 3¼ cents to Georgian Bay, and 3½ cents to Buffalo, which is equal to about $1.30 on ore. A number of vessels are under charter for a trip or two, and there is not much tonnage on the market.

Vesselmen are making preparations already for the opening of navigation, and in some cases engineers and captains have been sent for. There will be no time lost this spring, for the most profitable season in many years awaits, and the first sign of weakening ice at the Straits will find a squadron of grain carriers waiting for a chance to force a passage through.

Members of the American Association of Masters and Pilots of Steam Vessels on the Great Lakes are trying to organize a system of insurance similar to that of the Shipmasters Association. The plan is to confine the matter to the lake harbors, of which there are seven—Buffalo, Cleveland, Detroit, Bay City, Port Huron, Duluth and Chicago. A committee of the Cleveland harbor, consisting of Capts. Lee Brogan, C. A. Benham and Wm. F. Allen has the subject in hand.

This is what I heard from a man seeking a license a little west of here. "If you were to call at the local inspector of steamboat's office here you would find a clear page, as far as anyone taking out an original license for the past 50 days. First one of the board went off for a 30 days' leave, and all comers were informed that he could not be examined alone, as soon as the first half returned the second half went off and the same excuse was given. All those who prepared themselves for a voluntary examination, myself included, were obliged to go to other lake ports for examination, which is rather expensive when a fellow has not too much money. The question arises, what are local inspectors for? Even if they are worked to death and it becomes necessary for them to take a leave of absence for a month, I can't see why the one on duty could not examine a poor d—— and thus save him a few dollars. It looks to me as if that service needs a thorough overhauling and that quickly." Now lets all procesh.

From Milwaukee it is announced that Capt. J. G. Warren, light-house engineer, is about to advertise for the charter of a steamer to serve as light-house tender in that district, the work in that district is increasing very much.

CHICAGO.

Special Correspondence to The Marine Record.

Capt. R. Armstrong, of Detroit, has been in this city several days.

Capt. Andrew Flagstead, of Montague, Mich., was in Chicago on Tuesday, on business.

Capt. Ole Groh et al., of Sheboygan, Wis., have sold the tug Sheboygan to C. Maytham, of Buffalo.

The tug Commodore goes into the floating drydock for a new wheel and repairs to her stern bearing.

Mrs. J. B. Mullen sold the schooner Emily B. Maxwell to Capt. Ole Hanson, of Milwaukee, for $7,850.

Frank H. Osborne, insurance agent, returned Monday from a successful business trip to London, Eng.

R. J. Dunham has resigned his position as assistant secretary of the Great Lakes Towing Co. at this port.

The only charter reported for some time was one recently of an Anchor line steamer for corn to Erie or Buffalo at 3 cents.

D. E. Linn, formerly with the Dunham Towing Co., and now representing the National Lead Co., of New York, was in this city Monday.

Capt. Geo. Tebo intends to start a new fueling dock in Chicago, for the benefit of himself and his friends, not in opposition to the trust.

The many friends of Capt. Richard A. Davis (Uncle Dick) well be sorry to hear that the old gentleman has been very sick for the last two months.

Capt. Thos. Ledden, of the steamer Sachem, returned last Thursday from a seven weeks trip to Cuba. He went via New Orleans and returned via New York.

Johnson & Knudson, ship carpenters, are giving the barge Alice B. Norris new deck beams and entire new deck and hatch coamings and hatches, also a new raised bow.

The announcement of the deaths of Capt. Lyman Hunt, of Buffalo, and Capt. Joseph Nicholson, of Detroit, last week, was received with much regret by their many friends here.

Capt. Thos. P. Dunn, of Milwaukee, and an engineer, left here Sunday night for South Haven, to fit out the steamer City of Grand Rapids, and bring her over here for the Barry Bros.' Trans. Co.

Capt. John S. McNeil, of the steamer Thos. Cranage, left here Monday for West Baden, where he will recuperate for two weeks. He superintended the repairs and had the Cranage loaded before going away.

Capt. S. Davidson and Engs. Harry O'Hara and John Cleghorn commenced Monday fitting out the steamer Mabel Bradshaw, at Holland, Mich., for her new owners the Chicago & Muskegon Trans. Co., of Chicago.

The Graham & Morton Trans. Co.'s steamer City of Louisville, which left here last Thursday night, got jammed in the ice off St. Joseph and did not arrive at that port until Saturday afternoon, when she was assisted in by the tug Andy, after spending about 36 hours in the ice.

Capt. S. R. Chamberlain and Frank B. Higgie will enter into partnership in the vessel agency and insurance business here. Capt. Chamberlain will attend to grain charters and Capt. Higgie to lumber charters. They are well-known as very perservering, reliable business men, and may good luck attend them.

At Miller Brothers' shipyard the barge Annabell Wilson is receiving a new stern, the schooner Commerce steel plates on her keelson, the steamer Ionia some new rail and recalking top sides, remodeling cabin and deck-house amidships taken off, the tug Tom Brown is in dock for repairs to hull, new pilot house, tow post, smoke stack.

The Chicago Journal will endeavor to maintain for the shipping season of 1900 a most complete and accurate marine department, under the direction of Mr. William Bullock In the outworking of the Journal's desire to publish all of the marine news, it is stated that the co-operation and friendly assistance of those actively interested in marine and allied pursuits becomes most desirable. The Journal may be assured, through Mr. Bullock, of the RECORD'S good will and best wishes for the season's work.

The steamer Mary is receiving a thorough re-build from below the tight water mark by the Graham & Morton Trans. Co., her owners, at Benton Harbor. Her original lines, designed by Herreshoff, have been retained, her frames are all up and her outside plank of Missouri oak 30 to 60 feet in length is being put on. Her state cabin will be finished in mahogany and between decks she will be finished in yellow birch. She will have an electric and search light plant and all the latest modern improvements for the comfort and safety of her passengers. No expense will be spared to make her luxurious and perfect in every detail. She will leave Chicago daily at 10 a. m. and 7. p. m. during the excursion season, and will make the run from the company's dock at Chicago to their St. Joseph dock in 3½ hours, running 20 miles per hour. Capt. W. A. Boswell will be master and W. F. Johnson chief engineer.

At J. B. Bates & Co.'s shipyard the barges Halsted and Oak Leaf, schooner Belle Brown and steamer J. H Prentice are receiving new fore and main masts; the barges Middlesex, R. L. Fryer and Parana new main masts; the steamers W. L. Frost and Mecosta new foremasts; the steamer R. J. Gordon is receiving a thorough re-build; schooner Parana new quarters and stern, part new deck beams and deck, stringers, stanchions and rail; schooner Richard Mott had top sides and ceiling re-calked; schooner Robt. Howlett new deck beams and deck, some new stanchions; steamer W. L. Frost extensive general repairs nearing completion; steamer C. F. Bielman received some new rail and quick work; schooner York State some new stanchions, stringers and rail, part new deck beams and deck, new planking on quarter; schooner Belle Brown new stanchions, stringer and rail forward and general re-calking; steamer John Rugee is receiving a new steam steerer.

SAGINAW, MICH.

Special Correspondence to The Marine Record.

Things on the river front look like a break up, and spring-like weather prevails.

The steam barge C. H. Davis has been sold by Capt. Haskins to Saginaw parties, names are withheld.

Capt. Marion Dehand has gone to Manistee to fit out his tug C. J. Gnewuch, which will be stationed at East Tawas.

Messrs. Gary & Shannon, of this city, have purchased the steam barge Wyoming from Loud & Sons, of Au Sable. Price is said to have been $7,500.

Capt. A. C. McLean has been confined to his house for several weeks with inflammation of the stomach. His son Andrew is conducting the business.

The American Ship Building Co. had one of their hoists wrecked by blowing off the end of the track in the recent blow, this is the third time this has happened at this plant.

Capt. Charles Sonsmith, master of the schooner Rosa Sonsmith, has just returned from Milwaukee, where the Sonsmith is loaded with grain. He reports several good offers for his boat but prefers to run wild and take his chances.

Frank Van Lieu, Deputy U. S. Steamboat Inspector, of Port Huron, is spending his 15-day vacation with friends in this city. Van says there are more boats in the Eighth district than at any time in the past 10 years, and everything points to a very prosperous business the coming season. Van is a well-known personage in Saginaw vessel circles and a one-time resident here. He will be remembered by old vessel men as being connected with the sinking of the steamer Marine City, off Alcona, Mich., Aug. 29th, 1880, when he was rewarded, by the merchants and manufacturers of Detroit, in the presentation of a solid gold watch and chain for valuable services in saving passengers and crew from the ill-fated steamer on that awful night. Van is the right man in the right place.

DETROIT.

Special Correspondence to The Marine Record.

The excursion season has not quite opened yet but passenger boats are beginning to make a move to fit out and a week more will surely see some of them churning away at it whether there is much money to be made or not.

The following bids for a new fireboat, were opened on Monday by the fire commisioners: Jenks Ship Building Co., Port Huron, Mich., $105,000: Union Dry Dock Co., Buffalo, N. Y., $96,000; Detroit Ship Building Co., Detroit, Mich., $90, 000.

Capt. Alex. J. McKay, of the D. & C. fleet, and Capt. Byrnes, of Cleveland, visited Supervising Inspector-General Dumont at Washington to show why the rule requiring vessel masters to pass an examination every five years should be rescinded.

The offices of the White Star line, at the foot of Griswold street, have been converted into baggage, ticket and passenger rooms, and the old quarters of the United States appraiser, across the street, have been made into beautiful offices for Traffic Manager Bielman and Chief Steward R. B. Kernehan.

Harry Lewis has been appointed engineer of the steamer Kirby to succeed Edward Perry, who recently resigned and went to England. The Kirby will begin her season about April1, and will make trips Monday, Wednesday and Friday of each week returning on the following days. This schedule will be maintained until June 1, when the daily trips will be commenced.

Secretary H. C. Barter of the International Longshoremen's union, returned to Detroit Wednesday from the conference between the union and dock managers at Cleveland. He states that this will be a banner year for longshoremen, an average raise of 33 per cent. on all work has been promised, and the prospects for lake freight business are very bright. The ore and coal handlers have been granted the raise, and all the petty difficulties that arose last season have been amicably settled. On April 2 the only remaining body of longshoremen still waiting for a uniform schedule, the package freight handlers, will meet at Erie, Pa., when it is hoped a like satisfactory rate of wages may be established.

The Goodrich Transportation Co. announce that a new passenger and freight steamer, which will be one of the finest on the lakes, will be built this summer. The estimated cost of the steamer is $350,000 to $400,000. She will run between Chicago and Milwaukee. The officials refused to discuss the details of the new boat, but state that the plans were being designed by the company's architect, W. J. Wood. The boat will be 256 feet over all and 40 feet beam. She is to have three boilers of the Scotch type, eleven feet in diameter and eleven and one-half feet in length. Her engine will be triple-expansion and she will have a speed of seventeen miles an hour. She will have berths for 268 people.

Mr. Norman B. Conger, of the United States Weather Bureau, has been promoted to a post of enlarged importance, with headquarters in Detroit. The position is a new one and its duties are of a supervisory nature. He will travel all over the country inspecting weather stations, and will have charge of all the marine work of the lakes. His marine work will give wide range for his powers in gathering information as to lake levels, rainfalls, special weather condions, etc., and building up the science of the lakes' weather. Mr. Conger's promotion is a recognition of 22 years' faithful and competent service in one of the world's newer departments of science. In that period of time he has established relations with the merchant marine of the lakes and with the shipping interests of Michigan that have been of a close and permanent nature, and has made legions of friends who will welcome his promotion with feelings of gratification.

STEAMBOAT OFFICERS APPOINTED FOR THE SEASON OF 1900.

WM. SMITH & CO., Waukegan, Ill.—Str. Alice, Capt. Richard Smith; Eng. Henry Ernst.

MANITOU STEAMSHIP CO., N. F. Leopold, Pres., Chicago. —Str. Manitou, Capt. Allan McIntyre; Eng. R. L. Peck.

PICKANDS, MATHER & CO., Managers for Huron Barge Co., Cleveland.—Str. Pathfinder, Capt. D. H. Mallory; Eng. C. A. Heisnee. Schr. Sagamore, Capt. E. C. Joiner.

MCGRAW TRANSPORTATION CO., Bay City, Mich.—Str. City of Paris, Capt. E. D. Ballentine; Eng. Wm. C. McDougall. City of Venice, Capt. Chas. Ainsworth; Eng. G. A. McDougall.

PICKANDS, MATHER & CO., Managers for Boston Coal Dock & Wharf Co., Cleveland.—Str. Appomattox, Capt. Hugh Stevenson; Eng. E. J. Arnold. Schr. Santiago, Capt. H. C. Eldridge.

W. W. BROWN, Cleveland.—Str. Geo. Presley, Capt. C. D. Woodward; Eng. ——— Hayner. Fedora, Capt. F. A. Fick; Eng. same as last year. Schr. Nellie Reddington, Capt. S. Le Bran.

PICKANDS, MATHER & CO., Managers for Interlake Co., Cleveland.—Str. Kearsarge, Capt. Robert McDowell; Eng. L. H. Sebastian. Victory, Capt. Fred. Hoffman; Eng. Thos. Treleaven. Schr. Constitution, Capt. William Holly.

LAKE MICHIGAN & LAKE SUPERIOR TRANSPORTATION CO., Chicago.—Str. Peerless, Capt. H. B. Page; Eng. J. R. Bennett. City of Traverse, Capt. John M. Twitchell; Eng. Edward Meeh. Jay Gould, Capt. Chas. Wilson; Eng. Henry Chalk. Osceola, Capt. Joseph White; Eng. James Oay.

MOORE, JOHN W., Cleveland.—Str. John W. Moore, Capt. R. Neville; Eng. A. G. Bohland. Louisiana, Capt. Truman Moore; Eng. Anthony Ward. Colonial, Capt. R. J. Neville; Eng. Geo. Masters. Marquette, Capt. E. D. Chilson; Eng. ———. Siberia, Capt. Frank B. Chilson; Eng. F. C. Burrows.

J. L. CROSTHWAITE, Buffalo.—Str. Niagara, Capt. M. A. Budd; Eng. W. P. Boynton. St. Louis, Capt. Jas. Brines; Eng. D. Struble. Bge. Champion, Capt. Jno. Jordan. Tug S. M. Fischer, Capt. Fred. Johnson; Eng. G. A. Rogers. Bge. No. 3, Capt. Wm. Chambers. No. 4, Capt. Wm. Burkhardt.

SICKEN, M., Marine City, Mich.—Str. Geo. King, Capt. Wm. Burns; Eng. Peter Britz. M. Sicken, Capt. John Kuhn; Eng. Wm. Sicken. S. K. Martin, Capt. Chas. Kobel; Eng. John Dashaw. Sch. Teutonia, Capt. Harry Lawrence. Thos. Gawn, Capt. Julius Lawrence. E. J. McVea, Capt. Chartrau. Melvina, Capt. Harry Larsen. Spademan, Capt. Geo. Gullett. Levi Rawson, Capt. Jos. Kobel. Grace Whitney, Capt. John Lozenzen. St. Joseph, Capt.———

DRAKE & MAYTHAM, Buffalo.—Str. Chili, Capt. James Gibson. W. H. Gratwick, Capt. Joseph Hulligan. Thomas Maytham, Capt. L. B. Cummings. Vega, Capt. A. Oldorff. America, Capt. Robert Gibson. Brazil, Capt. J. H. Smith. Lackawanna, Capt. F. Weinheimer. Scranton, Capt. James Green. Vulcan, Capt. J. N. Smith. J. W. Moore, Capt. Richard Nevill. City of Berlin, Capt. John Buie. Case, Capt. J. D. Peterson. Russia, Capt. John D. Green. Cuba, Capt. Robert Young. Alcona, Capt. W. T. Sutherland. Sch. Antrim, Capt. Geo. McMinn. Tyrone, Capt. S. Kelly. H. W. Sage, Capt. John Lachlan. Alta, Capt. John McNamara.

PICKANDS, MATHER & CO., Managers for Minnesota Steamship Co., Cleveland.—Str. Manola, Capt. John Nalvestedt; Eng. D. A. Black. Mariska, Capt. A. J. Talbot; Eng. David Burns. Maruba, Capt. F. J. Crowley; Eng. John Dupont. Marina, Capt. M. K. Chamberlain; Eng. W. A. Meddaugh. Matoa, Capt. C. H. Cummings; Eng. W.W. Tyler. Masaba, Capt. W. E. Chilson; Eng. A. L. Wilcox. Maritana, Capt. A. P. Chambers; Eng. John McLaughlin. Mariposa, Capt. J W. Morgan; Eng. F. A. Smith. Maricopa, Capt. Henry Zealand; Eng. B. F. McCanna. Mataafa, Capt. Frank D. Root; Eng. Theo. A. Myers. Mauna Loa, Capt. C. H. Bassett; Eng. Geo. Arnold. Malietoa, Capt. G. B. Mallory; Eng. P. J. June. Sch. Malta, Capt. A. W. Burrows. Marcia, Capt. W. D. Graham. Manda, Capt. Chas. Van Gorder. Martha, Capt. Henry Gegoux. Magna, Capt. C. E. Copeland. Maida, Capt. A. G. Tappau. Maia, Capt. W. A. Reed. Manila, Capt. E. A. Hill. Madeira, Capt. John H. Collins. Marsala, Capt. Henry Culp.

TO UPBUILD THE MERCHANT MARINE.

Senator William P. Frye, of Maine, chairman of the Senate Commerce Committee, and member of the Senate Foreign Relations Committee, answered the following questions asked by a Southern newspaper as follows:

"Why is it that contracts for warships are given to American shipbuilders by foreign governments if ships can be built for less money in the shipyards of other nations?"

"Why is it that ships can be built in England or Germany cheaper than they can be built in this country, where all the material can be obtained at prices below those which prevail in Europe?"

The Senator proceeds to answer the first question, but in the beginning he asks another:

"Why is it if ships can be built in the United States as cheaply, or more cheaply than they can be built abroad, that there is no case on record of a foreign steamship line having had a ship built in the United States, even in the case of lines running directly in our trade? Nevertheless, the one question is as fair as the other.

"Answering the first question asked, however, I should say: It might be that the warships could be built in the United States in a shorter period than they could be built abroad; our shipyards might not be so busy as foreign yards. Again, the prestige of the American navy since our war with Spain would unquestionably influence a foreign nation seeking its warships abroad.

"It is quite likely that we are able to build warships in the United States as cheaply as they are built abroad, but that by no means implies that we can build merchant ships as cheaply, and the fact is we cannot.

"The reason we build warships as cheaply is because the government declared, fourteen years ago, that all the designs, material and workmanship on our warships should be American.

"Thus, confining the demand for our new navy to American ingenuity and skill, money was put into expensive plants, competition was engendered between our own people alone, with the result that in about ten years we were able to build warships approximately as cheaply as they can be built abroad.

"But a warship is a very different construction from a merchant ship. If a similar demand should be created for American merchant ships, covering a similar period, doubtless at the end of that time we would be building as cheaply here as elsewhere."

Answering the second question Senator Frye goes on to say:

"The materials cannot be purchased as cheaply here as in Europe. We are rapidly approaching the time when that will be true, but it is not true now. A year or more ago, just at the close of a long strike in Great Britain, during which British rolling mills had been shut down for months, and when they were working night and day in order to supply the accumulated demand, naturally prices soared, but even then it was impossible to promptly supply the home demand; at that same time the boom had not begun in steel manufacture in the United States, and for a short time, as a result, we shipped to Great Britain about 100,000 tons of shipbuilding materials at prices slightly below British prices. But we are not doing so now, and have not for over a year.

"Prices of steel are very much higher in the United States now than they are in Great Britain, but as soon as the abnormal demand has been satisfied, prices will doubtless fall to a normal rate.

"But it should be borne in mind that American shipbuilders are not dependent upon American steelmakers for their shipbuilding materials, in the case at least of ships designed for the foreign trade, as such materials are admitted to the United States free of duties, and have been for several years.

"The materials entering into a first-class ship never represent more than 50 per cent. of the cost of the completed vessel, fully 50 per cent. representing labor in the shipyards.

"Another thing, in England, Scotland and Ireland, the constant demand for ships keeps the men steadily employed, and thus their maximum efficiency is utilized. The same is true in the modern German shipyards.

"Labor in those shipyards, however, receives but about half what is received in ours. In our yards the majority of the men have come from Great Britain; their efficiency in our yards is little, if any, greater than in foreign shipyards.

"The intermittent character of the employment in American shipyards does not permit of the efficiency and economy in construction possible in those countries where steady employment is assured.

"Take the case of the Clyde, for instance; there ships are duplicated over and over again, from the same designs and specifications; this has been going on for many years and it accounts for the celerity and cheapness of their constructions, especially in their character of vessels—the slow-going, so-called 'tramp' variety—in which changes in plans and specifications are unnecessary. This is not the case in the United States. There are new plans and new specifications for each different ship.

"I recall that one of the firm of William P. Clyde & Co. put out plans and specifications for a ship, and finally placed the order with the lowest bidder. After the order was placed the Clydes were informed by their builders that if they would duplicate the order a reduction of $10,000 per ship would be made; and had the order been quadrupled I have no doubt a reduction of $20,000 per ship would have been possible.

"The passage of the shipping bill is designed to cover all of these unfavorable conditions, and the belief is, especially among our shipowners and shipbuilders, that with the then probable reduction in the price of materials there will be an increased efficiency and economy in construction, due to a long sustained and steady demand for new ships, that will bring the price of their construction at the end of a decade or so as low as foreign prices.

"Many people fall into the error of making a comparison of the ability of our people to build locomotives, machinery and bridges here as cheaply, if not more cheaply, than they can be built elsewhere, with our ability to build ships. When we have had as much employment and as much experience, due to long and steady demand for ships in this country, as we have had in bridge, locomotive or machinery making, then we shall reach the same position with regard to shipbuilding that we have reached in bridges, locomotives and machinery.

"I think what I have just said answers the inquiry as to 'Why is it that we are so far behind England and Germany in shipbuilding, and so far ahead of them in everything else?' That 'everything else,' as I come to look at it, is rather sweeping and inaccurate. There are many other things which we are as yet unable to produce as cheaply as our foreign rivals.

"What has been said about the efficiency of our merchant ships in the days of wood I cannot and shall not in the least gainsay. But then we had half a century of experience behind us; we had always built ships more cheaply than our rivals; we had men trained to the business, as were their fathers before; we had neither cable nor steam in those days; Yankee skippers were the trading merchants as well; and in every way things were vastly different than they are now.

"Now we are out of the trade, and, even on a footing of equality through government aid, the struggle is necessarily going to be fierce and prolonged before our ships will regain any large share of our foreign carrying. Meanwhile, transportation rates will inevitably fall, and our producers and exporters will be stimulated thereby to increase their foreign trade.

"It ought to be borne in mind that if it were possible to build ships in this country even a trifle more cheaply than they can be built abroad, shipyards would be multiplying constantly. Capital is too plentiful in this country, skill is too abundant, ability is too general, and enterprise is too forward for this nation to be laggard in building merchant ships one moment beyond the time that they can be built at a profit.

"About 2,000,000 tons of new merchant ships are built each year for the world's foreign trade, and of these our average has not been more than 1 per cent., say 20,000 tons a year, during the past decade. The people of this country do not for a moment imagine that the chance to share in this construction would not be availed of by our people if there were a profit in it."

A TREASURY DECISION ON COLLISIONS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,
WASHINGTON, D. C., February, 27, 1900.

To Collectors of Customs, United States Shipping Commissioners, and others:

The act of February 14, 1900, relating to log entries of collisions of vessels, provides as follows:

That section forty-two hundred and ninety of the Revised Statutes be amended by adding the following:

Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log book. Such entry shall be made in the manner prescribed in section forty-two hundred and ninety-one, and failure to make such entry shall subject the offender to the penalties prescribed by section forty-two hundred and ninety-two.

Sec. 2. That this act shall take effect sixty days after its passage.

The manner of making the entry is set forth in the official log book, which embodies a copy of section 4292, Revised Statutes.

You are requested to furnish to masters of vessels a copy of this circular, and shipping commissioners will place a copy in each official log book issued.

Approved, EUGENE T. CHAMBERLAIN,
O. L. SPUALDING, Acting Sec'y. Commissioner.

SO THERE NOW.

A special from London, under date of March 19, in the House of Commons, in answer to a question regarding the subject of the seizure of the British steamer Mashona, laden with American flour for the Transvaal, by the British gunboat Partridge, and whether the government, through the United States ambassador, Joseph H. Choate, had undertaken to meet any claims for loss or damage sustained by American citizens interested in the cargo, in consequence of the delay of the delivery of their goods, and whether the claims of British subjects would be treated on the same footing, Mr. Broderick confirmed the announcement that the prize court had released the Mashona, and added:

"Her majesty's government does not admit liability in respect claims of the nature indicated. Claims with respect to the non-delivery of cargo appear to be a matter for settlement between the claimants and the ship undertaking to deliver the goods. British subjects owning goods on a British ship have no right to trade with the enemy, and they are in the same position as foreign owners."

SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD).

Injury to Seamen—Negligence—Handling of Ropes.—Where a seaman, in performing a duty, assumes a dangerous position through his own negligence, directly leading to his injury, he cannot recover. The Samuel S. Thorpe, 99 Fed. Rep. (U. S.) 108.

Full Cargo—Plimsoll Mark.—Under a charter requiring the charterer to furnish a cargo of a given tonnage, ten per cent. more or less, at steamer's option," the owners cannot require payment of freight on more than such weight, on the ground that the ship was not loaded to her plimsoll mark, as contemplated by the charter, where the special amount was furnished, and the master made no call for additional cargo at the time of loading. South Shields Steam Shipping Co., Limited, vs. Forbes et al., 99 Fed. Rep. (U. S.) 102.

Collision—Liability for Damages—Performance of Salvage Services.—Tugs which voluntarily undertook to rescue a vessel from a burning wharf, and in doing so, by reason of their not being able, under the circumstances, to handle the vessel safely, inflicted injury by collision upon other vessels lying at the wharf, although there was no other means of effecting the salvage, and their services were meritorious, are liable in the first instance for the damages to such vessels, which may be considered a loss or expense necessarily incident to the salvage service. The Robert Haddon, 99 Fed. Rep. (U. S.) 111.

Shipping—Construction of Charter—Option—Dreading Clause.—A charter by which the charterer was to furnish a cargo of 4,071 tons of heavy grain, with privilege of loading 750 tons of general cargo "in lieu of a like quantity of grain, * * * total freight to be equivalent to full cargo of grain," must be construed as giving him the right to substitute such general cargo for a like weight of grain, and requires the ship, to be entitled to recover freight for a full cargo, to supply sufficient cargo space for 750 tons of general cargo, besides the space required for the remainder of a full cargo of grain. South Shields Steam Shipping Co., Limited, vs. Forbes et al., 99 Fed. Rep. (U. S.) 102.

Shipping—Construction of Time Charter—Time for Discharging Cargo.—A charter party for as many voyages between given ports as can be made between the date of the charter and a future date, and which contains stipulations for lay days in loading and discharging for customary dispatch, and for the payment of wharfage by the charterer, is a time contract for as many voyages as can be performed within the time specified, including the necessary detention upon each voyage for loading and discharging cargo; and the vessel is not bound to enter upon a voyage which it is reasonably certain cannot be completed and the cargo discharged before the expiration of the charter limit. The Mary Adelaide Randall, 98 Fed. Rep. (U. S.) 895.

Neutrality Laws—Violation—Forfeiture of Vessel.—To bring an American vessel within the provisions of Rev. St. § 5283, which subjects to forfeiture any vessel fitted out and armed within the limits of the United States, or commissioned within the territory or jurisdiction of the United States, with intent that such a vessel shall be employed in violation of the neutrality laws, it must be shown that the employment of the vessel in the prohibited service was pursuant to an intention formed within the limits of the United States; and the formation of such intention after she has left the jurisdiction of the United States, and while she is on the high seas, cannot be construed, because of her nationality, to be within such limits. The Laurada, 98 Fed. Rep. (U. S.) 983.

Validity of Contract for Compensation.—A contract for salvage services, made at the instance of the master of a grounded vessel, who was also a part owner, after such services had commenced, and when the salvors expressed a willingness to continue such services, and allow the amount of compensation to be fixed by the courts, will be upheld, where there was no fraud, misrepresentation or other misconduct on the part of the salvors, and it appeared that the master was as fully advised as anyone of the situation, and as competent to act for himself, and the other owner, and where, by the contract, the salvors relinquished ans lien they might have had on the cargo salved, and agreedyo accept a stipulated sum, the payment of which was entirely contingent upon the saving of the vessel. The Thornley, 98 Fed. Rep. (U. S.) 735.

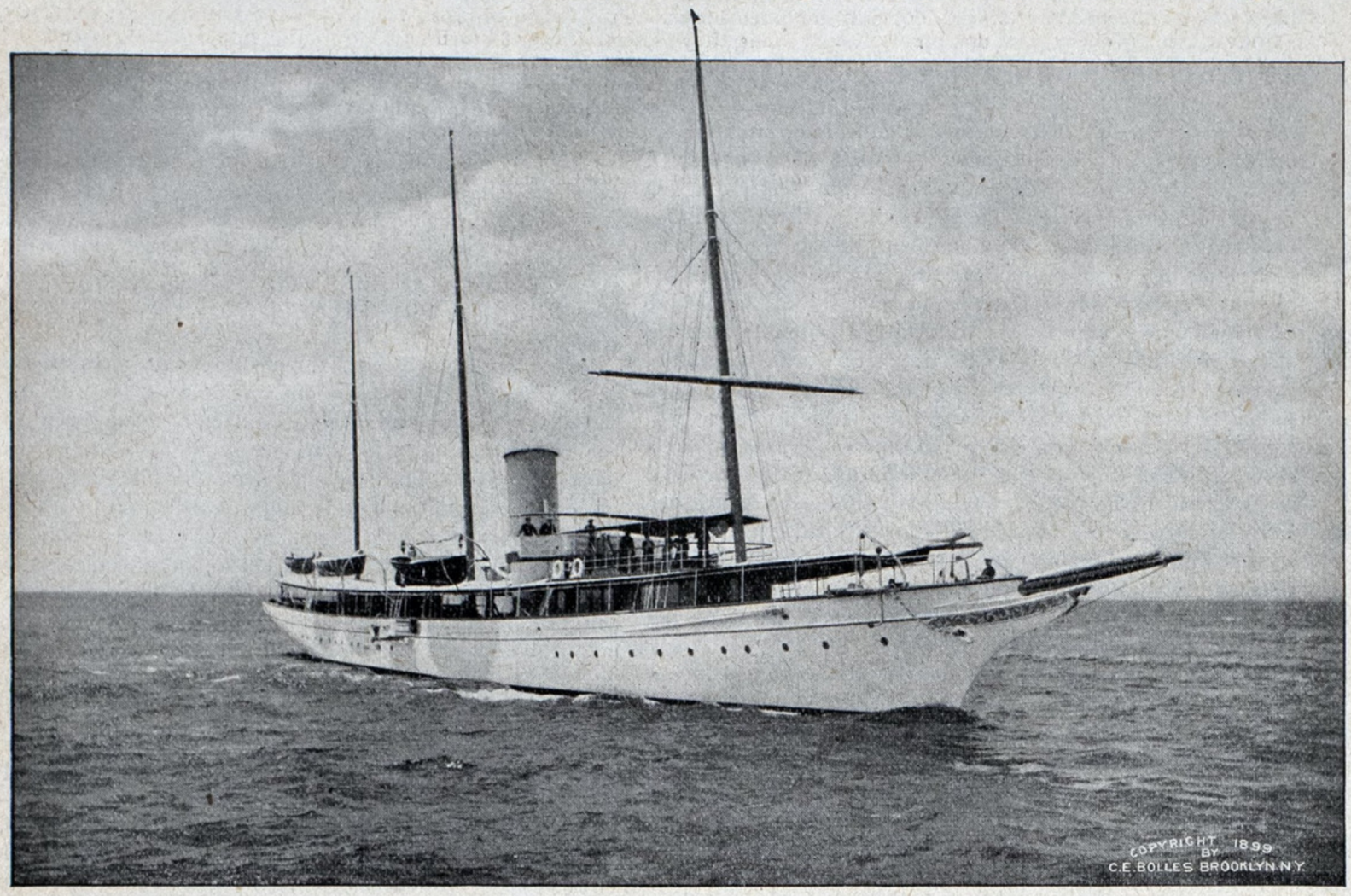
Admiralty—Allowance of Set-off—Separate Demands.—In a suit by an assignee to recover freight earned under a charter party, a claim, set up in the answer, for coal, which it is alleged was furnished by defendant to libelant's assignor, after the making of the charter party "solely in reliance on the said contract of affreightment, and with the intention, expectation, and anticipation" that the price of such coal would be retained from the freight earned under such contract, but without alleging any agreement to that effect, does not constitute a set-off which can be entertained by a court of admiralty, the rule permitting a set-off for advances made upon the credit of the particular debt or demand sued on being limited to cases where there was an agreement that they should be so paid. Anderson et al. vs. Pacific Coast Co., 99 Fed. Rep. (U. S.) 109.

ANOTHER COAST SHIPYARD.

The Eastern Shipbuilding Co., is about to locate a gigantic steel shipbuilding plant in New London, Conn. During the past week meetings have been held in New London. Mr. Chas R. Hanscom will be president and general manager of the new company. Up to February 15 of this year, Mr. Hanscom was general superintendent of the Bath Iron Works. William A. Fairburn, a naval architect and engineer, Mr. Hanscom's assistant, who was chief draughtsman with the Bath Shipyard and Charles E. Thomas and E. N. Heath, of Cleveland, Ohio, will also be connected with the new company.

Mr. Hanscom has announced that two large steamships will be built in the yard. The contracts are already secured and signed. The two ships will cost $2,500,000 each. They are supposed to be for the Northern Pacific Railroad. The work will require two thousand workmen. The location of the new shipbuilding plant is in doubt. A site on Groton side of the river, owned by the Consolidated Railroad Co., cannot be purchased, but the railroad company will lease for ten years. This arrangement is not pleasing to the Eastern Shipbuilding Co., and may result in the plant being located on the New London side, nearly opposite the United States naval station.

The financial backer of this shipyard is said to be Mr. James J. Hill, of the Great Northern Railway. Mr. Hill stated some time ago that he would place contracts in England for four new steamers for the Pacific trade. These vessels will now be built in this country. They will be over 600 ft. long and 70 ft. beam and have five decks, capable of carrying 20,000 tons of cargo and 200 passengers. They will not be built for speed, although they are expected to average twelve knots an hour under ordinary pressure and fifteen or sixteen knots in an emergency. The engines will develop 8,000 horse-power. Two of the ships will be started this spring and completed within eighteen months.



TWIN SCREW YACHT KANAWHA.

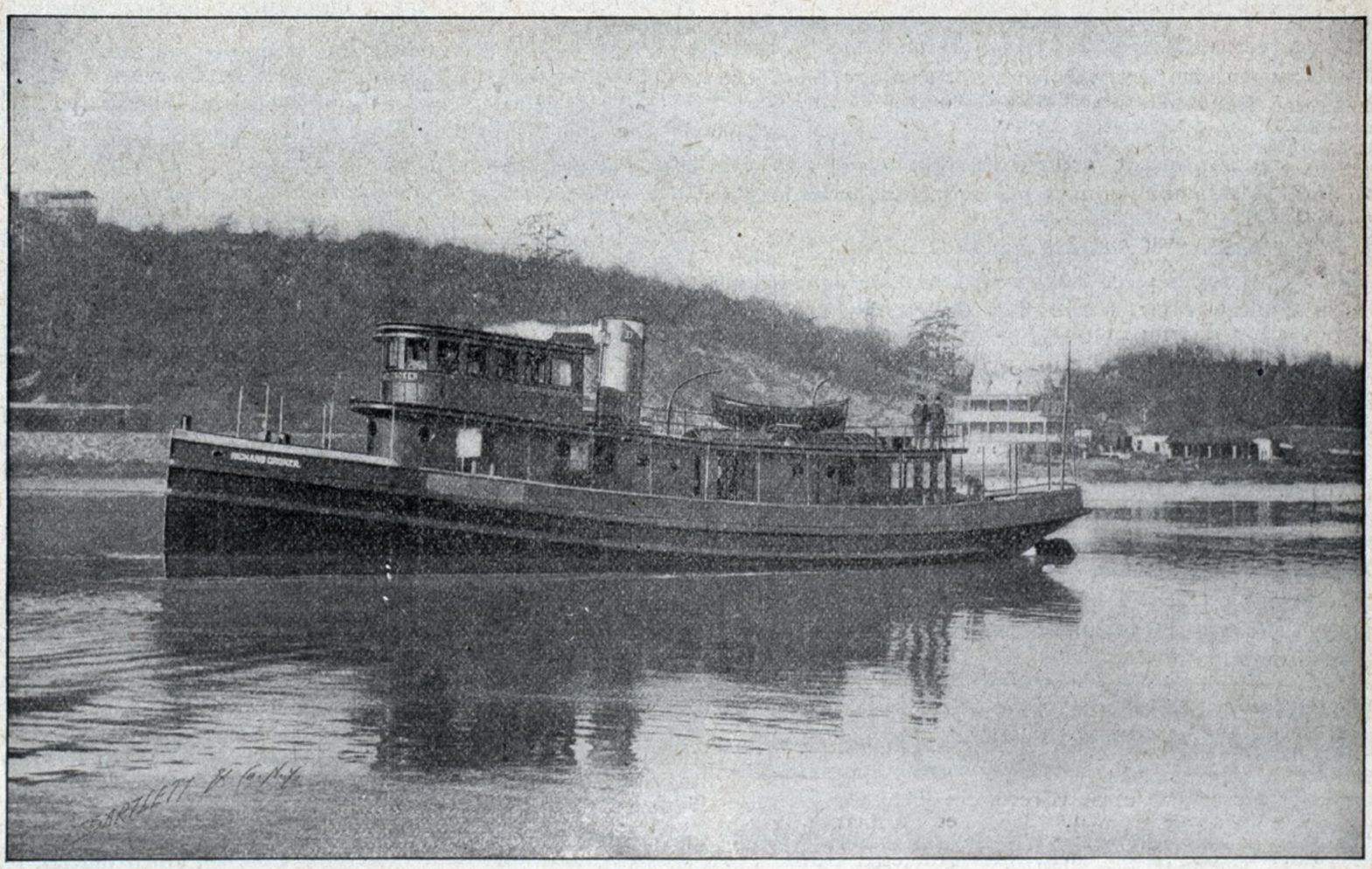
Owned by John P. Duncan, New York. Length, 227 feet over all; speed, 23 miles per hour. Built by the Gas Engine & Power Co. and Charles L. Seabury & Co., Consolidated, New York.

A NEW PACIFIC CABLE.

The Senate Commiltee on Naval Affairs has agreed to report the bill for a Pacific cable, which Senator Hale was authorized to draft. The bill provides for a present cable only to Honolulu, but declares a purpose to extend it in the future, the first section reading as follows:

That to the end of establishing hereafter telegraphic communication between the United States, the Philippine Islands and Japan under the waters of the Pacific ocean, there shall be constructed under the supervision of the Secretary of the Navy, a submarine telegraphic cable or cables and connecting land lines from the city of San Francisco, Cal., to the city of Honolulu, H. I., over such route as may be deemed by the Secretary of the Navy to be the most practicable.

Three million dollars is appropriated for the work, and further surveys are authorized to determine the most practicable route. The secretary is empowered to cause plans to be prepared immediately upon the passage of the act, and to employ naval vessels, if necessary in the construction. Control of the cable, when completed, is to be transferred to the Postmaster General. A new provision in the bill requires that the cables, wires and other instruments, materials and appurtenances necessary in the work of laying the cable, shall be of American manufacture, provided that it can be procured at a cost not exceeding 12 per cent. above what it could be procured for in foreign markets.



STEEL TUG RICHARD CROKER.

Dimensions—Length, 110 feet; beam, 21½ feet; depth, 12 feet; speed, 16 miles per hour; triple expansion engines; Seabury water-tube boilers, built by the Gas Engine & Power Co. and Charles L. Seabury & Co., Consolidated, New York.

A BOTTOMRY BOND.

In the recent action of Baird against the owners of the Swedish vessel Anna, which came before Mr. Justice Barnes in the Admiralty Court, the facts turn ed upon the validity of a bottomry bond. Mr. Baird was the consignee and owner of a cargo of timber shipped by the Anna, and as the vessel was seized under a bottomry bond the cargo was detained by the parties to the allocation of interests for determination. Mr. Baird was anxious to obtain the timber for trading purposes, but as the ship and cargo were both included in the bond it became necessary to institute legal proceedings. Mr. Justice Barnes ordered that the cargo be released upon the owner of the timber paying into court its appraised value. It is a common practice when borrowing on bottomry to insert the words in the deed "ship and cargo." The lender of money on bottomry posesses an insurable interest, and so also has a transferee. The owner of a ship may have a lien on a cargo for freight, but when the bill of lading is produced and property endorsed, the agents of a shipowner are bound to deliver unless an interdict has been secured for stoppage. The consignee of timber may have sold his interest and parted with the bills of lading, but this does not preclude the party to whom the bills of lading are endorsed from demanding delivery. The decision of Mr. Justice Barnes in a case where contentions arise is a proper way of protecting the interests of those pecuniarily concerned. The learned judge remarked that the timber might have risen to a price equal to double its invoice, and, therefore, the order of appraisement may have been not only necessary, but indispensable or expedient. By ordering the release of the cargo on paying into court its appraised value the final settlement is not in any sense damaged. But the system of comprising "ship and cargo" is not justifiable, beyond the inclusion of liens. If the freight is tendered for conveyance, the carrier by seahas no further interest in the issue. We find that if the money has been advanced on a bottomry bond it is not exactly fair to compel the owner of cargo to apply to a Court of Admiralty for an order to release his property. This would imply that freight would have to be paid, and also dock charges. Bottomry bonds are documents of value, and they should not have words inserted in them to open the doors of controversy.—Liverpool Journal of Commerce.

BARRY BROS.' TRANSPORTATION CO. have purchased the steamer Mabel Bradshaw for $20,000, of the Bradshaws, of Holland. She will be put on the Muskegon-Chicago route as soon as the season opens.

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CIVIL SERVICE rules are wiped out now in the Steamboat Inspection conglomeration of officials.

THAT Steamboat Inspection Service seems to be the biggest and most incompetent branch of the Treasury Department.

OUR thanks are due the Hon. Louis Henry Davies, Minister of Marine and Fisheries, Ottawa, for a copy of the 32d annual report of his department.

WONDER why the Secretary of the Treasury don't see who he puts in charge of the Steamboat Inspection Department as well as those who he puts into the service under those in charge of his administration.

AT a recent conference of German shipbuilders in Hamburg it was decided to protest against the abrogation of the exemption from duty of shipbuilding materials adopted by the budget committee of the reichstag. Russia, it is said, is making special efforts to increase her shipping and will give free trade in shipbuilding materials and pay bounties for the establishment of navigation schools.

WE are pleased to receive this week from the Light-House Board duplicate copies of the "List of Beacons, Buoys and Day Marks of the United States on the Northern Lakes and Rivers," corrected to the opening of navigation 1900. A copy of this list will be sent free of charge to any shipmaster on application to the office of the Light-House Board, Washington, D. C., or to the Inspector of the Ninth Light-House District at Chicago, Ill.; to the Inspector of the Tenth Light-House District at Buffalo, N. Y., or to the Inspector of the Eleventh Light-House District at Detroit, Mich. We also perceive that the Collectors of Customs at the several lake ports furnish a specified number, as Capt. Benham, special deputy Collector of Customs at Cleveland, has some copies at his disposal.

THE House Committee on Naval affairs, in its bill for the naval appropriation, provides for two sea-going coast-line battleships of about 13,500 tons each, to cost approximately $3,600,000 each; three armored cruisers of the highest practical speed and most powerful armor and armament, to cost approximately $4,000,000 each; three protected cruisers, to cost $1,141,000 each. There will be no gunboats, a sufficient number being on hand. The committee decided to authorize the Secretary of the Navy to contract for armor at a price not exceeding $545 per ton. This applies to the emergency armor, about 7,400 tons, required for the battleships Maine, Missouri and Ohio, now in course of construction, and not to the vessels authorized, but not begun, nor to those contemplated by the present bill.

OBTAINING NAMES FROM A LOCAL STEAMBOAT INSPECTOR'S OFFICE.

There is something charming after all in the way the course of events shape themselves. About December 15 last the MARINE RECORD applied at the Cleveland office of the local inspector of steamboats for the names of men who had been recently licensed as officers, but was met with a horrified refusal to disclose any such strictly official matter, even if such men had been licensed in the preceding January, or about 11½ months before the date of our request. After a few more calls, and finally armed with a letter from Supervising Inspector-General James A. Dumont, Washington, D. C., chief of the U. S. Steamboat Inspection Service, it was found that the Supervising Inspector of the district had also received a request from Washington to permit the RECORD to have access to these names. But not so, he was on his annual vacation tour and wrote his several local inspectors of steamboats to convey this, more or less, valuable information, news item, or whatever he imagined it was, to another journal, specially noting that it, "the journal" would then have a chance to print at the same time as the RECORD, this, too, after our breaking down red tape in writing about a score of letters and waiting for a month to ascertain what we required in the matter. We were somewhat concerned in knowing why this "chief in charge of the district" should so wish to work against us, but, although we have had a personal interview and find that he has written a queer screed for publication to the other periodical, we don't see the onus of his interest yet. However, the evident ill will of this chief may not rest where it is, or the privacy of our correspondence with the chief at Washington is perforce at an end. There are other features to this scheming which we may touch upon later, but, in this connection and at this time, we simply refer to the similarity of experience had by the Liverpool Journal of Commerce, as related under the caption of "Chart Room Gossip" in its issue of March 3, as follows:

"During the week a rather curious incident has occurred of considerable amount of interest not only to occupants of the chartroom and their families and friends, but also to those before the mast and their friends.

From time immemorial it has been the custom to inspect, and, if necessary, copy at the offices at Liverpool of the Mercantile Marine the names of the crew of a vessel in which one might be interested. The necessary authority to do so is contained in a letter signed by the Registrar-General of seamen, to the effect that he has transmitted to the care of the superintendent of the Mercantile Marine office the lists named (by the applicant), "with a request that he will permit you to inspect them, or if necessary, produce them in evidence."

Armed with such a document, a request was made the other day to inspect the names of the crew of a vessel. The mission, of course, in the first instance was indicated to a youthful official, upon whose features lofty pessimism was beautifully outlined. He disappeared for a moment, and on his return stated that the superintendent declined, &c. Incredulity stifled applicant's speech for the nonce, but only momentarily, and in reply to a question this youthful Ananias admitted that the "deputy superintendent" was responsible for this extraordinary and new declaration of policy.

Naturally, therefore, application was made to see the gentleman with the high-sounding title, which was granted, and that after, of course, a due and proper interval (for official dignity must ever be maintained) had elapsed. The mission being again indicated, the applicant was subjected to a severe bombardment as to why the names were wanted.

Upon it being gently broken to the "gentleman" that the applicant had first armed himself with the document referred to above—and granted, moreover, without any reason being vouchsafed—the sublime indifference of the Liverpool official to the authority from London became beautious in the extreme, spiced, moreover, with a display of irascibility humorous to a degree and edifying to all his subordinates.

The applicant not feeling called upon to explain the reason which prompted him in his request, it naturally lured the person, whom it was stated was the deputy superintendent, of so important a government department, to display that ignorance which is not altogether uncommon with those who by some means or other become dressed in a little brief authority, to "assume" certain things. Now, this is where the official erred, for his "assumption"—and it was pretty marked, too—was absolutely unwarranted, and, further, very far from the bull's eye.

In due course our "friend" was reinforced by the advent of a more amiable, and, therefore, more dignified official, who, it transpired, was the superintendent himself. But even he was guilty of jumping to conclusions by assuming that the information was required for publication.

What will be the upshot of this extraordinary *impasse* remains to be seen, and in any case the Registrar-General of Shipping and Seamen will doubtless like to have a word upon a case which is absolutely, so far as our experience goes, without precedent. We have brought this unsavory subject to light solely in the interest of the public, for it is monstrous to think that others may be subject to the same abominable form of inquisition; and that, be it noticed, after due regard had been paid to all rules and regulations affecting a matter of this kind."

RAILROAD AND LAKE FREIGHTS.

The Milwaukee Daily News says that the local agents of eastern railroads have received notice that the present rates on grain and grain products from Milwaukee and Chicago to seaboard points will remain in effect after April 1.

This action of the eastern railroads in establishing an all-rail basis of 15 cents per hundred pounds from Milwaukee to New York will force the lake carriers to accept business on the opening of navigation at a rate not to exceed 12 cents per hundred pounds from Milwaukee to New York, via Buffalo, which will be the lowest rate that has prevailed for years. The rate export grain from the Mississippi river to New York, which at present is 13 cents per hundred pounds, will, after April 1, be advanced to 15½ cents per hundred pounds.

Except for the prospects of very low grain rates the season on the lakes promises to be one of the most prosperous in the history of the lake marine. Charters have been made for the season at rates that more than assure a fair profit. Package freights, both east and west, are abundant at fair prices. Coal coming west is more likely to get better rates, as the supply to come is large. At the eastern lake ports shippers have taken the precaution to make contracts with labor organizations which will prevent any trouble on account of strikes or disputes in regard to wages. The season will probably open early and vessels will be pushed through the Straits as the ice breaks. Coal shippers are in the market for tonnage this season, and for single trips very little chartering is being done. Vessel men at present are asking 70 cents a ton for coal, but a better rate is expected to prevail shortly. A number of boats have been chartered to take cargoes to the head of the lakes at 55 and 60 cents a ton. Shippers are anxious to load as much coal as possible before April 1, as the mining rates and the all-rates to lake ports will be advanced on that date. There will be a good demand for coal tonnage at the start, as the docks will be pretty well cleaned up when the season opens. There are 106 vessels of all kinds wintering at this port. All the vessel owners are preparing for the opening of the season.

A SMALL MERCHANT MARINE.

The annual report of the Boston Chamber of Commerce emphasizes the need that our commercial interests have of American owned merchantmen sailing under the American flag. The tonnage entered and cleared at the port of Boston in 1899 was reduced by 215,960 tons during the last four months of the year because the English government withdrew eleven transatlantic steamers and converted them into troopships. These vessels are still in the British service and are not likely to be returned until well into the summer.

The tonnage of American vessels in the foreign carrying trade at this port is very small in itself, amounting to only 464,869 tons, while the total foreign tonnage here is 4,000,000 tons greater than this, but it increased over 1898 by 150 per. cent. whereas the tonnage of foreign owned vessels coming here increased by 21 per. cent.

This remarkable increase in tonnage under the American flag is due to the establishment of the Admiral line of steamships chartered by the United Fruit Co. and running from this port to Jamaica.

When it is realized that only 29 per. cent. of the ocean tonnage trade of the United States during 1899 was under the American flag, and that the proportion coming into our port in American vessels was only about 10 per. cent. of the total ocean tonnage entered and cleared at the Boston wharves last year, we begin to see wherein we lag behind the rest of the world as a commercial nation.

On a basis of valuation in dollars and cents the discrepancy is all the more marked. The total commerce of the United States last year amounted to over two billions of dollars, of which $193,000,000 or 9.4 per. cent., was carried under the Stars and Stripes. In 1845, 81.8 per. cent. of our foreign trade was carried in our own vessels, but it has steadily shrunk since then until it reached its lowest figure last year. In the merchant marine of the world, seagoing steam tonnage, we rank fourth, but our total of 810,800 tons is a long ways behind Great Britain's 11,093,807 and Germany's 1,873,388 gross tons.

CAPT. E. DAVIDSON, who was keeper of the Grand Haven light-house for seventeen years, has resigned.

REGULATIONS FOR TOWS.

The bill (H. R. 9243) introduced in the House of Representatives at Washington on the 6th inst. by Mr. Alexander, provides for the regulations as to the limit of the length and width of tows in inland waters. The bill reads as follows: "That the Secretary of the Treasury is hereby authorized and empowered, in his discretion, to make, issue and enforce regulations, which shall have the force of law, to limit the length of hawsers between vessels towing and being towed in train, and the limit of widths of tows of vessels abreast, within any of the inland waters of the United States designated as such inland waters by the Secretary of the Treasury, under the provisions of Sec. 2, of chapter 102 of the laws of the United States, approved February 19, 1895.

"Any vessel towing or being towed upon which a violation of such regulations shall be committed, shall be liable to a penalty of not less than $50 nor more than $250, one-half to go to the informer; and the master or person acting as master, of such vessel shall be guilty of a misdemeanor, and on conviction shall be punished by fine or imprisonment, or both; such fine to be not less than $50 nor more than $250, and the imprisonment not more than six months, at the discretion of the court.

"The supervisor of any port, or other official designated by the Secretary of the Treasury to enforce such regulations, or his deputy, shall have authority to make such seizure and arrest in the same manner and by the same procedure as apply for seizure and arrest for the violations of the revenue laws of the United States: Provided, That whenever such seizure or arrest is made the person or persons so arrested or interested shall be brought forthwith before a commissioner, judge or court of the United States for examination of the offenses alleged against him, and such commissioner, judge or court shall act in respect thereto as authorized by law."

ILLINOIS STEEL CO.'S FLEET.

The fleet chartered for the season by the Illinois Steel Co. Chicago, comprises the following boats: Steamers Gogebic, Jesse Spalding, Phenix, Panther, G. G. Hadley; schooners Biwabik and Massasoit. The Gogebik, Biwabik, Spalding and Phenix have been engaged on flat season charters. The Panther, Hadley and Massasoit are taken on tonnage charters, for the season. The negotiations were closed on the basis of $1.25 for iron ore from the head of Lake Superior to Lake Erie, the basis of all season chartering done since last fall. Between Escanaba and South Chicago the rate is about 45 cents, free out. Last year it was about 23 cents, the lowest rate in the history of the lakes. The Massasoit is now on salt water and will be brought to the lakes as soon as the ice will permit. The Gogebik, Biwabik, Spalding, Phenix and Panther have grain cargoes on board. They will deliver these and then enter at once on the season's work. All of the seven boats will carry iron ore or manufactured iron, according to the needs of the company.

F. T. Bentley, traffic manager for the Illinois Steel Co., said that he believed that there is scarcely a single boat of 2,000 tons capacity on the lakes available for the general trade. He said the iron ore shippers had made their plans to move fully 20,000,000 tons this season, and had chartered boats enough to do it. He thought the grain business from Chicago will go to the railroads even more than it did last year, as grain shippers would find when the season opened that there were simply no boats for them.

EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the situation of the eastern freight markets as follows: The development of this week's chartering for steamers has further confirmed our previously expressed belief in the existence of a continued short interest on the freight market, comprising in the Gulf ports cotton and general cargo as well as timber and participated into a lesser degree by grain shipments at the Northern ports. Boats have been offering more liberally, but so far found ready takers at rates inapplicable to the execution of new business. Grain steamers offered on the market at 3s. 9d. to Cork f. o. are not in much demand, whilst the enquiry for larger boats to picked ports, on terms of fixtures reported, is fairly active. There is some demand sor steamers to carry case oil to the far East, evidently re ferable to the limited amount of sail tonnage offering for this business.

The market for sail tonnage remains practically unchanged, ruling very firm for long voyage business, also for River Plate freights.

THE LATE CAPT. NICHOLSON.

The death of Capt. Joseph Nicholson in Detroit this week has called forth deep regrets on all sides.

Bounded by the date September 25, 1826, and March 18, 1900, Capt. Nicholson's life was divided into four periods.

For 18 years he resided in Ireland, and as an amateur navigator gained experience on the Irish sea. For one year he served in the salt water marine. Leaving at Quebec the ship on which he had come as a sailor from a British port in 1845, he thenceforward made his home on this continent, and for 20 years was identified directly with the lake marine, holding between 1845 and 1865 some of the most important commands in the fresh water fleets. For a dozen years after 1865, he maintained a connection with vessel interests, being an inspector in the marine insurance service. From 1878 until his death, he was superintendent of the Detroit House of Correction.

Capt. Nicholson's career was a success because he was a man of great force, of great knowledge of human nature, of great industry and of great diplomacy. A native humor and kindliness softened a character which, without possession of those qualities, might have shown a too great ruggedness and positiveness. Perhaps he had enemies and detractors, but if so they were few in number, and were probably confined to those with whom he had made the mistake of placing them under too great obligation to himself.

WELL MERITED APPROBATION.

(THE TOLEDO BLADE.)

The first man to do anything in the way of docking vessels was Capt. A Gilmore. He came to Toledo in 1846, afterward went to Oswego, and returned to Toledo in 1850. In the winter of 1846-47, he built the schooner Alvin Bronson at Maumee. In 1851, he built a section dock for repairing vessels, in connection with a shipyard. He built a ferry boat at a point just beyond where the Oliver House now stands. In 1852 he built the schooner Rebecca at the place named, also the schooners M. L. Collins, Sebastopool and Miami Belle. He had what are familiarly called boxes, on Swan creek, which were used for a length of time. Afterward boxes were put up near Finley's brewery by a firm, which went out of business, and Mr. Gilmore established himself there. As the size of vessels increased, he found that point too contracted and removed to that which is now known as Gilmore's shipyard. The dock there was not sufficiently large to accommodate modern sized vessels, and it was enlarged. The plant is now in the active charge of his three sons, and is a fine one.

The next dry dock established was that of the Craig Ship Building Co., the dock being of proportions to let in the largest craft afloat. The development of the dry docks of Toledo has been in accordance with the increase of the size of lake craft. A peculiar kind of dock was that established by Mr. Mose Bowe near Finley's, after Gilmore removed. It was a system of screws. The boat to be docked was floated in, and lifted by screws along each side of the dock with attachments to the floats beneath. They would look quite primitive now compared with the modern style dock of the Craig Ship Building Co., or Gilmore's.

ICE REPORT OF THE LAKES.

LAKE MARINE SERVICE.
DETROIT, MICH., March 20, 1900.

SUMMARY OF ICE CONDITIONS.

The reports indicate that the ice has increased in all the lakes during the past week. In Superior the fields are larger and the ice has increased in thickness. The ice in St. Mary's river has increased about 2 inches. In Green Bay the ice is still firm and somewhat thicker. In Michigan the ice fields have, under the influence of strong westerly winds, moved over to the east shore, blockading the harbors south of Ludington. The steamer City of Louisville opened the season on the St. Joseph-Chicago route, and encountered large ice fields off St. Joseph, which made entrance to harbor very difficult. The ice in the Straits has increased 4 inches during the week. More ice is reported in northern Lake Huron than at any time this winter. The conditions in the St. Clair and Detroit rivers remain the same. In Erie there is an increase in the amount of ice from all reporting stations. More ice is reported over eastern Ontario than last week. The cold freezing weather of to-day will cause the ice to stiffen up.

In comparison with same period last year, there is not quite so much ice in Lake Superior and the ice is not as thick, while in Michigan, Huron and Erie there is more ice and it is generally solid; during this period last year there was little ice in Lake Michigan, and in Erie the ice was moving in large fields.

LAKE SUPERIOR.

Duluth—Harbor ice ranges from 25 to 36 inches; outside ice is gradually increasing in area and thickness; the field extends out of sight.

Bayfield—Ice 20 inches; conditions unchanged.

Washburn—Ice increasing; 21 inches.

Ashland—Cold weather of latter part of week increased ice to 28 inches.

Eagle Harbor—Conditions about the same as last report, except that ice is increasing in thickness.

Marquette—The ice has increased to 16 inches, and no water in sight.

Grand Marais—Large ice fields moving to and fro in the lake; it is piling up on the shore.

Whitefish Point—Ice in the bay increased to 17 inches and is solid; large ice fields moving with the wind, back and forth, above the point.

Sault Ste. Marie—Ice continues to make slowly and is now between 25 and 26 inches in the river.

LAKE MICHIGAN.

Manistique—No ice in harbor.

Gladstone—Ice solid and no thawing yet.

Escanaba—Ice increased slowly to 28 inches in thickness.

Menominee—Ice firm in harbor and bay.

Green Bay—Ice increased to 10 inches and is solid.

Sturgeon Bay—No change; ice very firm.

Kewaunee—No ice in the harbor, or in the lake to interfere with navigation.

Milwaukee—Floating ice in river; thawing rapidly.

Racine—Harbor is clear, but there are large fields in the lake, which are breaking up.

Chicago—Ice fields have been carried away from southern end of lake by strong southerly winds; a few fields are visible in the distance, but they offer no obstruction to navigation.

South Haven—Harbor solid; the ice in the lake extends as far as can be seen.

Holland—Channel clear of ice; about 4 miles of drift ice in Lake Michigan off the mouth of the harbor.

Grand Haven—Harbor ice broken up; field ice on this shore extends far out into the lake, completely blocking the harbor.

Ludington—Slush ice at entrance of harbor; boats clearing daily.

Glen Haven—Lake is full of drift ice as far as can be seen; it is not very heavy and has come in during the last few days of cold weather.

Mackinaw City—Steady cold weather has increased the thickness of ice to 24 inches.

LAKE HURON.

Mackinaw Island—No material change; continued cold weather during the week; ice gone from east end of island.

Detour—Ice extends to Lighthouse Point; ice in river from 14 to 20 inches thick.

Cheboygan—Ice in the Straits still quite strong.

Alpena—Thunder Bay appears to be frozen over; ice from 4 to 16 inches thick; solid ice between mainland and Middle and Thunder Bay Islands; drift ice beyond as far as can be seen; the most ice observed this winter.

Oscoda—Large ice fields moving to and fro with the winds; fish tugs unable to get out with nets.

Port Huron—Open water reported about 10 miles above station; ice at mouth of lake from 12 to 15 inches; St. Clair river open from lake to 5 miles below city.

Detroit River—River full of loose ice; ferry Promise made trip to Bois Blanc Island on Friday without much difficulty. Ice in Lake St. Clair 19 inches thick and firm.

LAKE ERIE.

Toledo—The channel is open in several places; ice ranges from 5 to 6 inches; bay still frozen over.

Sandusky—Bay full of solid ice ranging from 11 to 24 inches; floating ice in lake outside harbor.

Put-in-Bay—No change since last report; ice 14 inches.

Huron—No material change since last report; ice increased in thickness somewhat.

Cleveland—Large moving ice fields in the lake; harbor ice 3 inches.

Ashtabula—Ice solid as far as can be seen; harbor ice from 12 to 14 inches.

Erie—Harbor ice continues solid at 11 inches; in the lake the ice extends as far as can be seen.

Buffalo—Harbor ice solid and about 15 inches thick.

LAKE ONTARIO.

Fort Niagara—River is still jammed with ice from Lewiston to Youngstown; no ice in the lake except along shore.

Charlotte—Harbor ice 9 inches; few fields of drifting ice in the lake shifting with the winds.

North Fair Haven—Harbor solid, ice 15 inches; small amount visible in the lake.

Sodus Point—Harbor ice 10 inches; large amount of ice floating in the lake.

Oswego—Ice in harbor 14 inches, with large fields of floating ice off the harbor; very little ice in sight.

Cape Vincent—No change since last report.

NORMAN B. CONGER,
Inspector, Marine Agent.

THE independent tug lines are picking up boats at a pretty lively rate. The Maythams, of Buffalo, bought three tugs last week. The last tug to be added to their fleet is the D. N. Runnels, which they bought from D. N. Runnels of Port Huron. Capt John P. Nagle, of Toledo, has purchased the tug Fannie Tuthill from Capt. James Rooney and the the Shieley from the firm of George H. Breyman Bros. They will be added to the other towing tugs of Capt. Nagle.

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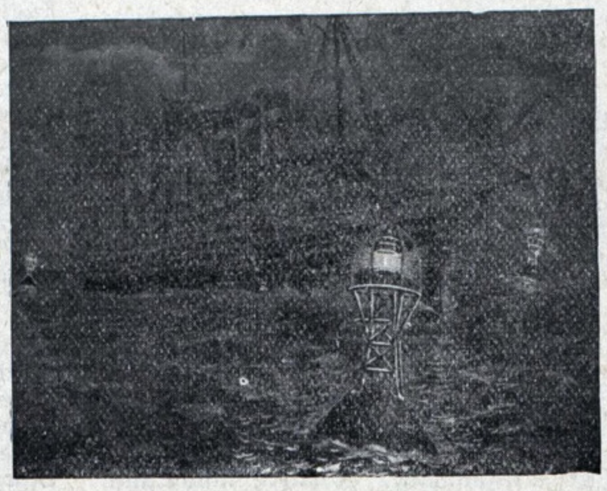

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THE 1900 CUT OF LUMBER ON GEORGIAN BAY.

During the past the maximum cut of white pine by the mills of the Georgian Bay district of Ontario has been about 150,000,000 feet. This total was reached in 1895 Owing to the difficulties encountered in logging during the present winter—unfavorable weather and the extreme difficulty in maintaining woods crews—and the fact that but few new mills were going into commission, it has been inferred that the approximate lumber output of this district for the coming season would not exceed 150,000,000 feet.

Careful investigation, however, proves these figures do not represent the facts. More logs have been cut and skidded than ever before in the history of the district, and, while in active seasons of the past as high as 300,000,000 feet of logs have gone into export to feed Saginaw Valley and Huron shore mills, this season will see barely 50,000,000 feet thus directed.

While only three or four new mills will be in commission in the Georgian Bay district this season, the old ones have been largely rebuilt and much new machinery added. Again, preparations have been made to run many of them day and night, against a former custom of day service only.

From the best information obtainable at this writing, the following summary may be regarded as reasonably accurate of the probable output of the Georgian Bay mills for the season of 1900:

	FEET.
Cutler & Savidge Lumber Co., Cutler, Ont	25,000,000
Cook Bros. Ltd., Sprague	22,000,000
Spanish River Lumber Co., Spanish River	18,000,000
Moulthrop Lumber Co., Johns Island	30,000,000
Blind River Lumber Co., Blind River	10,000,000
N. Dyment, Thessalon	10,000,000
Conlon Bros., Little Current	18,000,000
W. & A. McArthur, Little Current	15,000,000
Cook Bros., French River	15,000,000
Holland-Emory Lumber Co., Byng Inlet	40,000,000
William Peter, Parry Sound	30,000,000
Conger Lumber Co., Parry Sound	22,000,000
Parry Sound Lumber Co., Parry Sound	25,000,000
Slush & West, Parry Sound	8,000,000
Midland mills	60,000,000
Victoria Harbor mills	50,000,000
Waubausheue mills	35,000,000
Beck Lumber Co., Penetenguishene	25,000,000
J. & T. Charlton, Collingwood	15,000,000
Total	473,000,000

It is hard to see how, by any combination of conditions or circumstances, the cut will fall short of 400,000,000 feet. Fully one-third of this quantity has already been marketed, or will go direct to wholesale yards controlled by the manufacturers in the United States. While the aggregate represents but a small portion of the totality of white pine production, the notable increase in this district will materially assist the jobbers and manufacturers of the Saginaw Valley, Detroit, Toledo, Sandusky, Cleveland, Buffalo and Tonawanda to maintain stocks for the year to come, and incidentally yield Uncle Sam quite a bit of pin money.—American Lumberman.

OCCULTATION OF SATURN.

Next Saturday morning, the 24th inst., the planet Saturn will be occulted; that is, hidden by the old, or waning moon.

An occultation of any kind is an interesting astronomical event; an occultation of the sun, which means a total eclipse, is the most absorbing phenomenon known to astronomical observational science. The Toronto World very pertinently observes that next in interest after a total eclipse of the sun, is an occultation of the planet Saturn. It is true that, like all other objects, stellar to the naked eye, the planet approaches and passes behind the moon's disc, simply as a very bright star, but in a telescope able to show the moons and rings of Saturn, the phenomenon is a singularly beautiful one, because the entire planetary system may be seen slowly moving up to and being eclipsed by the advancing lunar limb.

Just now Saturn is a marvelously glorious object in the southern skies from about 2 o'clock in the morning till daybreak. On the night in question the planet will be occulted by the moon while both are below our horizon, so that both objects will rise together. About half an hour after moonrise careful scrutiny will show the planetary system beginning to edge into view from behind the dark side of the moon. Ample compensation for the circumstance that the commencement of the occultation will be invisible to us may be found in the reappearance of the planetary system from behind the moon, inasmuch as, unless the earth-shine is very strong, the planet will appear to come out upon the sky as a new object; that is, as something not there before.

The reappearance of the planet will, of course, easily be visible to the naked eye, and, while the phenomenon will be still more beautiful in a good opera or field glass, it will require a telescope, not necessarily a powerful one, by any means, to bring out all its beauties. An occultation of Saturn is rare, and on this occasion will, if the sky permits, be observed and photographed from all parts of the North American continent.

Apart from the occultation, Saturn himself is a very attractive object, inasmuch as his rings are as nearly open as they may ever be seen from the earth, so much so that in a telescope the half of the planet seems now to hang within the ring system.

All men who sail, either on the lakes, coast or ocean, ought to be particularly interested in this magnificent and far learning occultation. It is of vast importance, to the novice, as to the adept, and in this connection, more distinctly so as to locating observer's position on the earth.

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE Bushels.	BARLEY Bushels.
Buffalo	652 000	10,000	80,000	52,000	454,000
" afloat	97,000	205,000			
Chicago	14,400,000	5,373,000	1,854,000	273,000	21,000
" afloat	85,000	3,751,000	549,000		
Detroit	417,000	213,000	48,000	5,000	13,000
Duluth	14,424,000	971,000	244,000	417 000	184,000
" afloat	248,000				
Fort William, Ont	3,261,000				
Milwaukee	256,000	5,000		10,000	8,000
" afloat		189,000	968,000		
Montreal	52,000	15,000	442,000	14,000	34,000
Port Arthur, Ont	208,000				
Toledo	745,000	2,196,000	160,000	5,000	
Toronto	68,000		4,000		41,000
Grand Total	53,911,000	20,542,000	6,728,000	1,167,000	961,000
Corresponding Date, 1899	29,992,000	33,466,000	11,074,000	1,503,000	2,546,000
Increase	213,000		327,000		
Decrease		518,000		3,000	100,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

LAKE SUPERIOR ORE SUPPLY.

John M. Longyear, of Marquette, has been quoted recently in a newspaper interview on the future of the Lake Superior iron ranges. His holdings of timber and mineral lands in Michigan are probably more extensive than those of any single capitalist, and his years of exploration and pioneering on the Gogebic, Menominee and Marquette ranges have given him unusual familiarity with the resources of the Lake Superior region. Mr. Longyear's advocacy of the erection of iron and steel plants on Lake Superior has been an outgrowth of the relation he has sustained to mineral developments there and his desire that the largest possibilities of these natural advantages may be realized. He has published some literature on the subject, embodying the results of investigation by experts. His most recent expression is as follows:

"I have no idea that the iron ore deposits of the upper peninsula of Michigan are likely to be exhausted in the near fnture. The deposits now being operated will probably be exhausted in a few years, but there are extensive tracts of unexplored territory which will undoubtedly yield large quantities of ore. Explorers are now at work on some of these tracts and during the coming year will probably reveal new deposits. It is doubtful, however, if the explorers will find new deposits of first-class ores rapidly enough to take the place of such deposits which are becoming exhausted, but it is safe to say that before the first-class ores of the upper peninsula become exhausted, the iron and steel makers will have turned their attention to the lower grade ores, of which there is unlimited quantities in this region. Mining operations will undoubtedly be carried on for the production of iron ore in the upper peninsula of Michigan for, at least, several generations to come.

"At present, indications strongly point to the possible early erection of steel manufacturing plants near the mines. Recent improvements in the saving of the by-products created in the process of reducing wood to charcoal make charcoal the cheapest fuel of any now in use. Immense regions near the mines are covered with a heavy growth of hardwood timber. All the immense timber resources of the region will be drawn upon extensively in the near future, and while there are large areas of good soil which yield satisfactory returns to the agriculturist, there are extensive areas which are undoubtedly adapted to nothing so well as the production of wood, some varieties of which grow quite rapidly. In time some system of intelligent and practical forestry will undoubtedly be inaugurated which will insure a perpetual supply of timber for industrial purposes.

"There are many other minerals known to exist in the upper peninsula, aside from iron ore and copper, but which have heretofore had little attention. These will naturally receive more attention as the population increases and as knowledge of the natural resources develops. The clays, marbles, sandstones and other building materials have in them a basis of extensive industries. There are also extensive areas underlaid by limestones, beds of marl and other cement-making material, not to speak of gold, silver, graphite, roofing slate and gannister, all of which are known to exist and have already had some attention. The numerous water powers afforded by the mountain streams, with frequent cataracts and rapids, also afford a basis for industries. Some of these powers have already been improved, but there are many others awaiting development. The region is one full of natural resources of many kinds, which will undoubtedly support an ever-increasing population for hundreds of years."

STEAM TOWING MACHINES.

In 1888 T. Jackson Shaw, of Wilmington, Del., and J. M. Spiegle, of Philadelphia, invented an arrangement for towing which they patented soon after, and built and put into immediate operation on two different vessels—an arrangement for equalizing the strains on a hawser in towing—which has proved to be perfectly reliable, safe and economical under all circumstances and under all conditions of towing. The machines that they built at that time have been in constant and successful operation ever since.

In 1893, the American Ship Windlass Co., obtained the control of this invention and built one of these machines for the Chicago Fair; and John Corrigan, of Cleveland, having had a practical experience in towing, seeing the advantages of this invention and approving of the design, ordered one for the steam barge Aurora, which was in successful operation as long as the vessel was afloat. Four years afterwards, in 1897, James Corrigan, of Cleveland, brother of John Corrigan, ordered three of these machines, which have been in constant use ever since. Being satisfied by this long experience of the value and reliability of the machines, James Corrigan has now ordered five more, one No. 3, and one No. 2 and three No. 1 machines, his experience convincing him that it was as practicable and as profitable to use these towing machines for small barges as it was for large barges.

In 1895, the Bessemer Steamship Co. commenced to build steamers and barges, and called for this towing machine on the first barge they had built, and they have continued to order them until now they have purchased twelve of these machines. With the increased draft of water on the lakes it became practicable to build larger and larger barges, and this called for larger machines, so that some of their later barges have the No. 4 machines. Mr. Dalton, of Pickands, Mather & Co., in the building up of their fleet for the Minnesota Steamship Co., also saw the advantages of these towing machines, and began to use them in 1894, and on their largest barges they have used as large as No. 5 machines, which handle a two-inch diameter steel wire hawser, until now they have on their own vessels and on others under their management, as many as twelve of these machines.

Capt. James Davidson, on the lakes, also early saw the advantages of the towing machines, and in 1895 ordered two and in 1897 ordered two more, and now he has given the American Ship Windlass Co. an order for another machine, which is to be delivered the 1st of May.

Vespasian Ellis, of the Philadelphia & Reading Railroad Co., early became acquainted with the advantages of the machine, and put one first on the steam collier Lebanon, and after using it five months ordered one for the tug International, and since that time this company has continued to order until they have bought eight of the machines. The New York, Philadelphia & Norfolk branch of the Pennsylvania R. R. Co. have a dangerous route towing barges containing freight cars, and they decided to try one of these machines on this route between Cape Charles and Norfolk, and ordered one in 1896 for the tug Norfolk. A year afterward they ordered one for the tug Portsmouth, and, as a result of their experience with these machines, their latest tug, the Delmar, which has just been built at Newburg, also has one of these machines.

In 1895, the Standard Oil Co. put a machine on their barge No. 58, and, having tested the machine thoroughly and ascertained its merits, they put another towing machine on barge No. 81, built at Buffalo in 1896, and in 1898 they put one on the steamship Atlas, built at Chester.

In 1898, the tug Sampson, belonging to the Hale & Kern Contract Co., of Portland, Ore., put on one of these machines, and a couple of weeks ago this tug was at San Francisco, having just towed a large barge loaded with lumber into that port. The engineer was interviewed in regard to the merits of the machine, and he said that it proved all that was claimed for it, that it had been tested under every condition, and, in fact, that there was no test to which the machine had not been put, and he was very enthusiastic in regard to its efficiency.

These are a few illustrations showing the test which these machines have been put to, but there are many other instances which could be mentioned. The government, having had great difficulty in towing the monitors during the late war with Spain, adopted these machines, and ordered nine of them in the month of June, 1898, and they now have fifteen of these machines.

This invention was a new departure in the towing business, there never having been any improvement that amounted to anything in this direction. Various expedients have been adopted, such as heavy steel springs, bridles, etc., but all proved failures and were abandoned, and this machine is the only real improvement that has been brought out since the commencement of the business. Being pioneers in this line, Messrs. Shaw and Spiegle were enabled to secure a patent which covered all the essential features of the invention by broad, solid claims, and it has been found impossible to construct a towing machine that was reliable or efficient in towing without the combination claimed by Shaw and Spiegle. Their claim is broadly for the combination with a cable drum of an engine, the shaft of which is geared to the drum to balance the load on the cable, and a pressure regulating valve located in the steam passage to the engine cylinders and operatively connected with the shaft of the drum, whereby the pressure of the engine cylinders is increased as increased strain on the cable causes the cable to be paid out and is diminished as the strain on the cable is lessened and the cable is hauled in. The effect of this is that any motion of the drum, either to pay out or take in the hawser, opens or closes the port of the regulating valve. Of course after this invention had been proved and tested and placed before the public, imitators appeared and have tried to construct a towing machine which would be feasible, and which at the same time would not conflict with the claims of the Shaw and Spiegle patent, but it can readily be seen that it is impossible to construct a machine without infringing this combination. The first patent that was taken out at Cleveland had all the elements of this combination, namely, the drum, the engine cylinder or cylinders, the regulating valve and means of connecting to the drum, to make it so that it regulates the machines and makes it automatic. Although it was slightly changed from the Shaw and Spiegle arrangement, it still had every element of their claims, and consequently was clearly an infringement of their patent. Others have lately taken out a patent, leaving out the most essential features of the Shaw and Spiegle patent, namely, the regulating valve, which is like trying to make a watch without a regulator, which is the most essential feature of a watch, because the whole value of a watch depends on the regulator.

The time is not far distant when this towing machine will be employed to tow small barges as universally as it is used to tow large barges, as the small machine, designed expressly for small barges and other small vessels, occupies a space of only about five feet square, and weighs less than five tons.

In consequence of these facts it has been fully demonstrated that this machine is thoroughly reliable and thoroughly automatic under all circumstances, so that it is perfectly sure to relieve all strains which would tend to part the hawsers, and render breakage of the hawsers impossible.

There are eighty of these towing machines in operation and five more have been sold, which will soon be shipped, which will make eighty-five in all in operation.—New York Marine Journal.

Injury to Volunteer.—Whether the voluntary undertaking of a duty delegated to another will bar a recovery for injury received in performing it, quaere. The Samuel S. Thorpe, 99 Fed. Rep. (U. S.) 108.

AN EXTRACT FROM EUDOSIA.

Now let us watch the rising of the stars
And look where mid December points the hour
Most apt for contemplation of the scene.
The fourth hour from noon is past and half the space
Fled to the fifth, in the meridian view,
Cepheus sublime, the Dragon's tortile spire
Where shines to Britain's great metropolis
The correspondent star; alike remote,
This from the heavenly, that the earthly pole
And perfectly coincident in place.
The Greater Bear is seen, and Pegasus,
Tends to the South, the beauteous Twins emerge
From the horizon; Taurus climbs oblique.
Still higher Aries, the declining Fish
Verge to the southern wave, and Capricorn
Glistens diminished in the Western sky;
And near the goal with languid ray appears
Chiron; but nigh to the direct of East
Orion half is risen nor prevails
The horizon even now to eclipse the pomp
Of the proud constellation; his right side
Blazes, the star which lightens on the left
Is winning now upon our hemisphere
And near him the vast whale conspicuous shines.
The sixth hour is elapsed—Orion shows
His flaming belt, the Twins are wholly risen;
Soon Procyon appears, and now the crown of
Ariadne rises; Charles—thy star
Though never setting to the horizon stoops.
And of the Crab the far diminished light
Emerges; little later than the seventh
Perseus appears; the ninth the lion shines
And in the vertex is Medusa seen.
Near the tenth hour from noon Hydra appears;
Southward at mid of night Orion's form
Fires the meridian, but the Whale retired
The radiant Lyra meets the horizon's bound.
The Virgin form shows her ascendant wing;
Capella in the zenith glows; an hour
Is passed, Arcturus rises, ere the night
Has maked the second hour from its mid space,
Shoots in full beam the great Newtonian star;
The fourth approaches, when the golden star
Of Libra gains the eye; the sails retire
Of the resplendent ship, her lucid masts
Shine eminent; the sixth her fettered arm
Andromeda discovers, and the heart
Of Scorpia rises, Hydra fills the west
Medusa's head sinks and Orion bears
With difficulty his shoulders unsubmerged.
Monocerous succeeds; why should I name
The Snake or Serpentarius fully risen,
Or why repeat the wonders which before
Engaged our eye; the Great and Smaller Bear,
With the Camelopard, and varied Lynx
Or gaze on thee, oh Perseus—thee admire
Aquila, or the Lyre which re-ascends;
But rising Eastward beams the glorious arch
Of the pure Galaxy, and now appears
Urania's Sextant, and persuades to leave
The starry theater, and yields to dawn
For now Aurora's fiery coursers gild
The frosty summit of the Eastern hills.
All this delightful scene revolving earth
Produces, visiting the several stars
While undisturbed remains the heavenly spheres.

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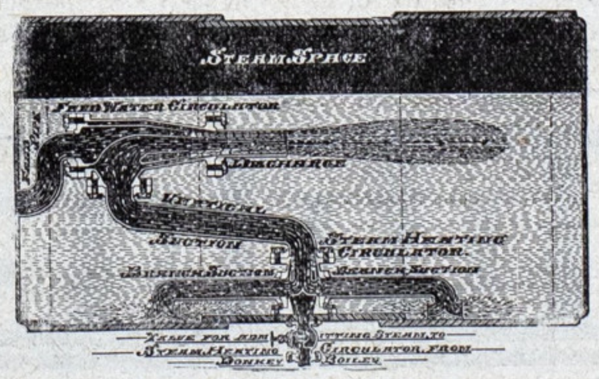

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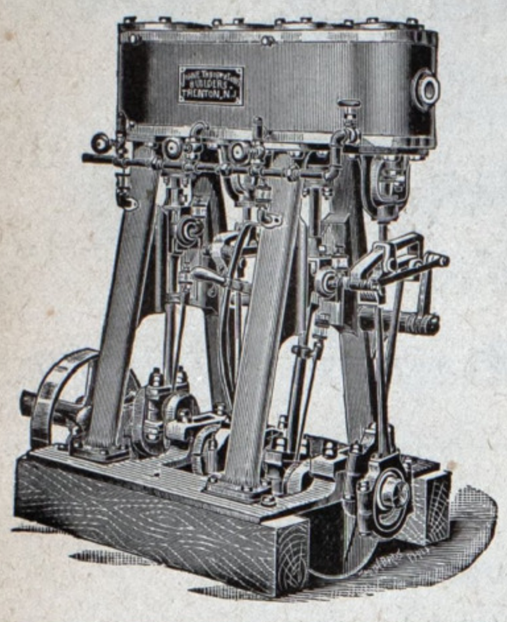

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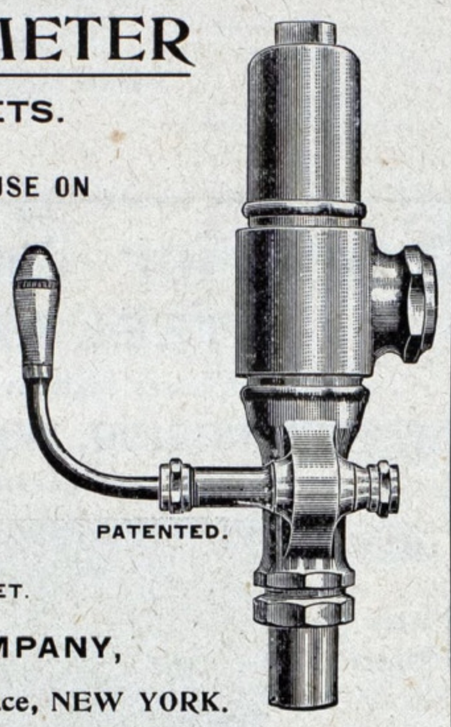

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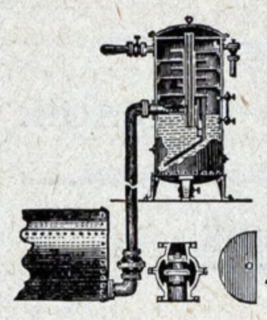

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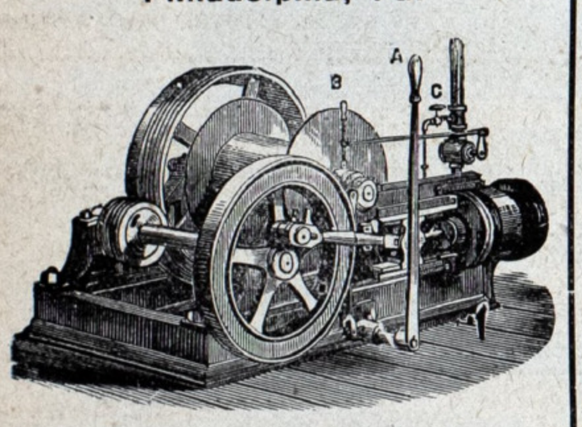

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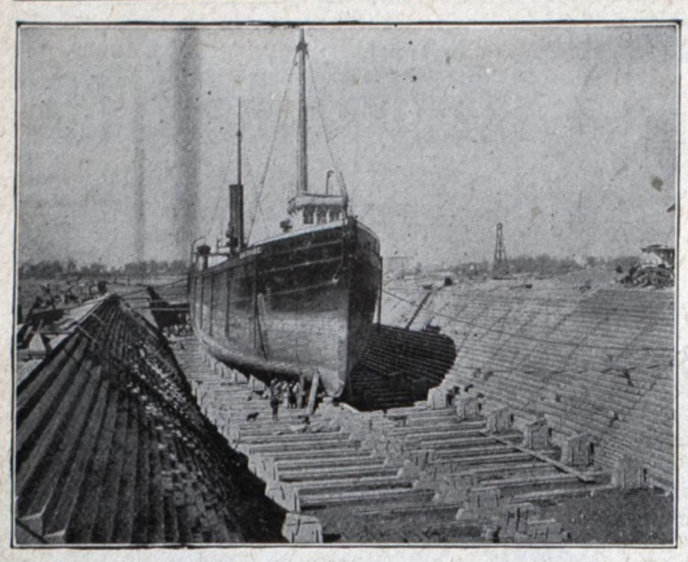

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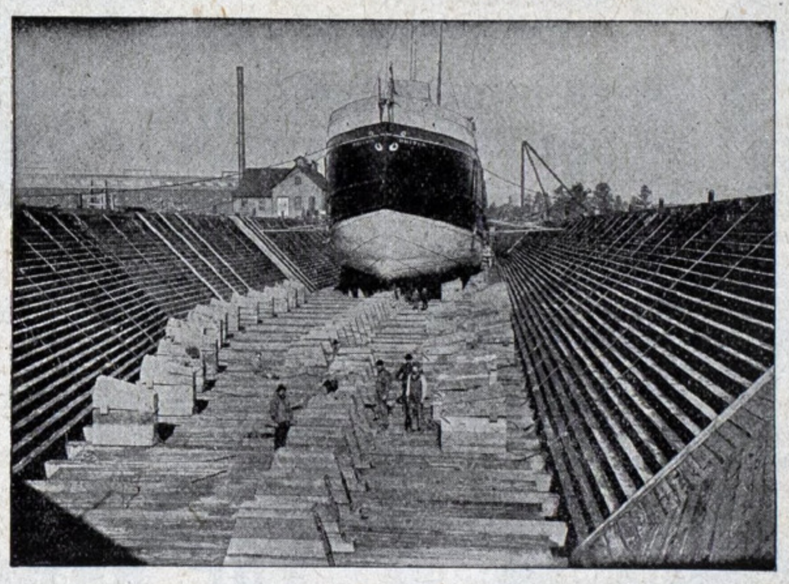

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